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GRAND PRIX: AKE WINS!

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MOTOCROSS ACTION MAGAZINE

VOLUME 2 NUMBER 1

don't get caught with this in class

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COVER

NEXT ISSUE ON SALE JANUARY 10

Bul rider Scott Jordan lofts it at the Talladega Trans-AMA, proving that Gary Bailey-designed courses make for quick altitude changes.
Photo by Jim Russell

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WFO
forty minutes with Wanda Lou

by Mike Kerley

"Hot damn! Wanda Lou, lookit that boy go! Gonna be motocross champeeen of the world *someday! And we, his proud parents,* we *gonna be in Fat City! Taught that boy all he knows and a lot he don't.* Whoooo ha! *Remember what he did to the 125 experts out at Fatback Park the other Sunday? Led the entire five-minute moto! Yeah! When that boy wins it all and we all get rich, gonna buy us a piece of land and set up our own motocross park. Make lotsa money! Make 'em pay to get in, pay to race, pay to use the portacan. Hee, hee.* Whoooo ha! *Wanda Lou, we're on our way!"*

That, in a sort of twisted nutshell, is what's wrong with American motocross: racing parents, greed and five-minute motos. I suppose you can argue that the first two are sort of inevitable, natural conditions, like rain in the south, wind in the midwest and rock-hard adobe in Southern California. But that last one, the five- (or ten-) minute moto, isn't natural—in fact, it's positively unnatural if you consider motocross in its true light as a world sport.

Think about it. There have got to be more motocross racers in the U.S. than there are in the rest of the world put together, if only because we're the only ones that can afford to shell out $700 to $1500 to put a 12-year-old kid on a piece of racing iron. And not only are there more motocross racers here, there are more *fast* motocross racers here. Trouble is, they're mostly eight-lap wonders.

You see it all the time here in Southern California. Go out to a race at Saddleback Park or Indian Dunes or wherever, and there's some 15-year-old kid who's flat smokin' everybody. And not just because he's too young and dumb to know when to shut off. These kids are fast *and* good. They can hit a berm, square off a corner or take a jump with the best of them. And that's not just here in the land God gave to smog, it's everywhere. Good kids, young kids, going fast and taking names. But when you take the pick of the bunch and put them up against some touring Europeans, what do you get? Carnage. Because they're eight-lap wonders. And it's not really their fault.

Then whose fault *is* it? Well, look at it this way. When a kid knows that the tracks he rides will never sponsor anything longer than a 20-minute moto, why should he get himself in shape to run the 40-minute kind? Sure, if he's got enough skill and ambition, he knows that he'll have to do it someday, but someday is usually a long way off. Right now he can trophy if he just hangs on for 20 minutes, or 15, or even five or ten. It's no fun getting in shape, and it's damn hard for a normal fun-lover to stay there. You have to be sort of a fanatic, and you have to have help.

If a rider does get a factory ride, his team manager will usually push at him pretty hard to get into 40-minute shape and stay there, but by that time the kid's ways are set and it's pretty hard for him to do the job. Some make it because they want to win, but a lot just turn into "the pack" at any world class event.

Tim Hart's a good example of a rider who's had the determination to finally get into shape despite years of bad habits. Tim used to be the original California 15-minute wonder. Safety wire the throttle for 15 minutes, WFO, then stroke it back to the pits for a six-pack or whatever. Sure was fast, but not exactly what you'd call serious. But now he's signed with Yamaha, training under European-raised Pierre Karsmakers, and is giving definite signs of turning into a world class rider. During the AMA National series last fall, Hart won a couple of races over better riders simply through conditioning. It happens on the world circuit all the time.

But it doesn't happen very often on the AMA circuit or at the Punkin Center MX simply because the races are too short. I can't speak for the rest of the country at this specific moment in time, but out here the promoters advertise a 20-minute moto for the experts like it was something to be proud of. And the AMA races have generally been of the three 20-minute motos variety too. That's changed recently, due to pressure from the riders and factories who are starting to realize that the only way there'll ever be an American champion is if we start playing the game the way those fast folks in Europe do, but promoter pressures still throw in the occasional three short motos setup at a national event.

More to the point, no local promoters that we've heard of are running motos of over 20 minutes. They say that it takes too long, slowing down the whole program, but we're not so sure. For instance: If instead of running the usual ten to 12 classes, three motos, ten to 20 minutes foofooraw, a promoter were to run, say, two 40-minute motos for the experts and two 25- or 30-minute motos for everybody else (except maybe the minis and the powder puffs), it shouldn't take any longer. Maybe not as long. And it would be better racing. Not just for the future hot shoes who need to find out early whether they can stand the pace, but for everyone else too. A longer race gives you time to plan strategy, utilize your stamina and really psyche out the course—and the other riders. The longer the race, the less chance the crazy who just safety wires his throttle and prays has. Skill comes more and more into the equation with each additional lap taken. And it's safer. In a longer race you have more time to work your way up through the pack from a bad start, whereas in a short race a bad start or an early fall means you either lose or have to take very big chances passing. You can't pick your time, you just *do* it. That's neat for Marty Tripes, but it's murder at Punkin Center.

Lately, motocross schools have been springing up all over the

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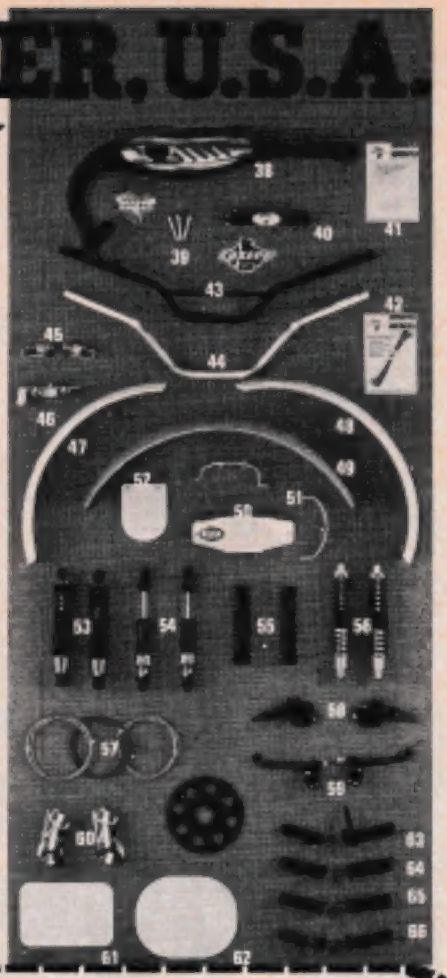

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BAZ'S BOX

cleaning off the old desk

I've been getting a lot of letters, lately, from people I don't even know. Now I can really dig it that you all feel that if you have any problem at all, you can tell MOTOCROSS ACTION and we'll fix it for ya. But some of your letters are getting strange, I mean like *bizarre*. Naturally all bizarre letters are channeled to *my* "in" box. So, now presented for your enjoyment: "Some Of The Stuff We Get From You All That Doesn't Exactly Fit Anywhere Else In The Book," or, as we like to think of it, a look at "Baz's Mail Factory," appearing on a from-time-to-time basis, naturally.

* * *

Dear MXA:

When I change my fork seals, do I hold my fork with my left hand or my right?

Mort Drucker
Wabash, Tennessee

Dear Mort:

It is proper to hold your fork in your right hand.

* * *

Dear Baz:

I just bought a Yamaha 125 MX. Lately it's been drinking out of the toilet. Is this bad? My mother says if it keeps doing it, she won't let it stay in the house and it'll have to stay out in the garage. What should I do?

Lawrence Joseph Zaborski
Bridgeport, Connecticut

Dear LJZ:

To keep your Yammie away from the toilet, try keeping the lid closed. I've found that setting little mousetraps around the john will discourage the bike from coming around. Tell your mother to cool it. (Honestly, though, your Yamaha could swallow serious germs by drinking from the toilet.)

* * *

Dear MOTOCROSS:

Bobby (that's my boyfriend) says he really likes me but when we go to the races he never pays any attention to me. He says he goes there to race and not to mess around with girls. Last month he broke his arm in the second moto and since then he's been paying more attention to me at the races 'cause he can't ride. How can I get him to pay attention to me *all* the time?

Linda LaJunga
Tujunga, California

Dear Linda:

Buy your boyfriend a 400 Suzuki or, if you can't afford one, just smack him on the kneecaps with a ballpeen hammer once in a while. He'll love you for it.

* * *

Dear Bazooka:

I go to school in the afternoons, and on Wednesday nights I race night motocross at Skinned Elbow Raceway over the hill in Altoona. My problem is that on Wednesdays, because I have to stay in class till four o'clock but I have to be at the track by six, I have to wear my stuff to school. The principal said the boots, leathers and helmet were OK, but the Jofa would have to go. Now my teacher thinks I'm taping cheat sheets to the insides of my Carreras. Worst of all, I tried to kiss my girl friend in the library and took a nasty slice out of the bridge of her nose with my duckbill. Now she won't speak to me. What should I do?

Worried

Dear Worried:

Try not to think about it.

* * *

Dear Baz:

I met this girl at a party and she just blew my mind. She's really beautiful with a terrific body and a

Continued on page 8

WFO

Continued from page 4

country, capitalizing on Gary Bailey's original idea. And the schools we've heard of all emphasize conditioning. But no matter how much conditioning someone like Bailey, or Rolf Tibblin or whoever throws into a go-fast course, once the kids are back on the street they're also right back where they started.

Done right, motocross is the world's toughest physical sport in terms of the reserves of stamina and strength it demands from the rider. People like DeCoster and Andersson are super athletes, some of the finest and best conditioned in the world. They're also incredibly skilled. Attaining their level of expertise is hard enough (and can only be done by a very few). It just doesn't make sense to give them an insurmountable edge by not being in good enough shape to go all out for 40 minutes.

If you agree, tell it to Wanda Lou's husband next time he starts bragging about their go-fast kid and his five-minute motos. Better yet, lay it on your friendly local promoter. After all, *you're* the one who's paying to go racing. ■

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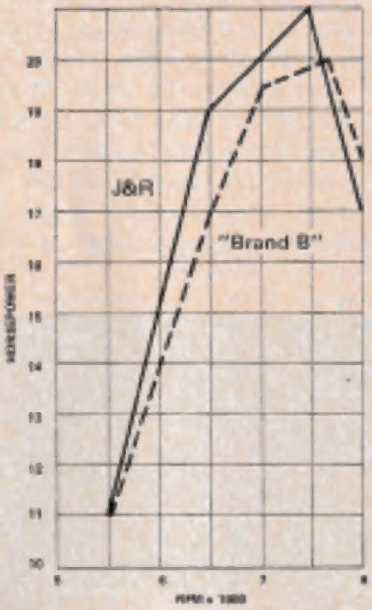

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BAZ'S BOX

Continued from page 6

wonderful personality. She likes to go to parties and play tennis and dance and she likes to go horseback riding. I would like to take her to a motocross, but I don't know if she would have a good time. I really dig her. Should I take her?

Wondering

Dear Wondering:
Take her, but you'll be sorrr-ry.

* * *

Dear Bazooka:

I met a real neat fox at the motocross track last week. She won the 250 Expert class and that just tweaked my brain. She really rides *fast* and digs motocross and races every weekend. The trouble is she's got a face that would stop a 450 Maico and she's built like one, too. One of the guys is throwing a party next week and I'd like to take her. Should I?

W.D.
Bleat, Nebraska

Dear W.D.:
Sure, but you'll be sorrr-ry.

* * *

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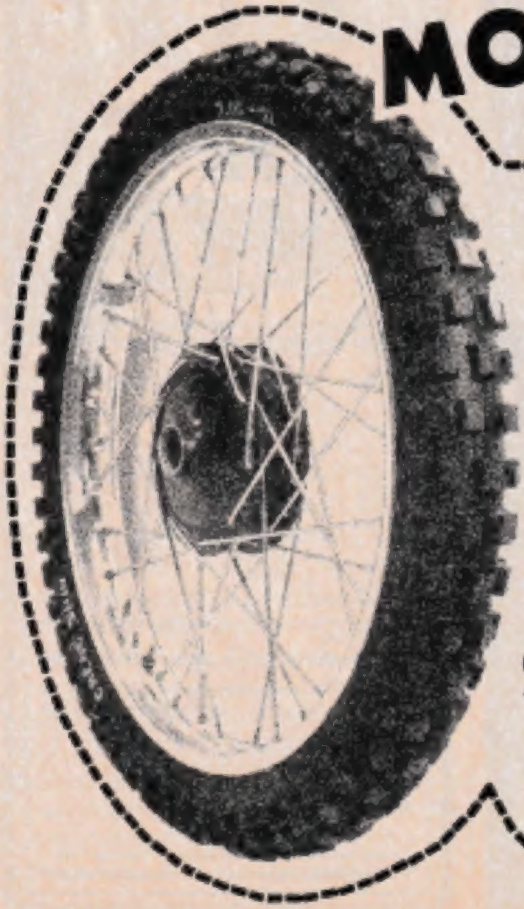

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Dear MXA:

I'm an 18-year-old girl and I really dig motocross. I'd like to go racing every weekend but nobody will take me. In fact, nobody ever takes me anywhere. I don't know why. I'm 5'3", 105 pounds, blond, green eyes and my Daddy says I'm beautiful.

Mona
Los Angeles

Dear Mona:
Call 981-2317 and ask for Baz. You won't be sorry.

* * *

Dear MX ACTION:

What's that strange red stuff that keeps dripping from my carburetor?

Wendy Snerd
Bloomville, Maryland

Dear Wendy:
It's poison. *Don't touch it!*

* * *

Dear Moto-X Axshun:

The other day I was adjusting my spokes and I found I could play "Happy Birthday To You" by hitting the right combination of spokes with my spoke wrench. After a little practice I could do "Pop Goes The Weasel" and "Froggy Went A-Courtin'." My girl friend came over and tried it for a while and came up with "You Are My Sunshine" and "Rocky Raccoon." So we put the machine up on a milk crate and she played the front and I played the back. Right now we're working on "Dueling Banjos." We'd like to get together with other riders who play spokes and have a little jam. Also, we'd like to hear from anyone who writes music for spokes. Do you know of anybody who is interested in spoke music?

Marv and Lil Hubbard
Leaning Post, Arkansas

Dear Marv and Lil:
Play "Melancholy Baby."

* * *

Keep those bizarre cards and letters coming in, folks. I especially enjoyed the one from the little old lady in Leonard's Porridge, Nebraska, who likes to put a dash of Blendzall in her carrot muffin mix. Hang in there, Granny. ■

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slop of the synapse DIRT

Two-year National Champion Gary Jones got fired from Honda for a lot of good reasons and a lot of bad reasons. The official word we got from American Honda was that the Jones family made high executives in Honda's racing department "very-POed." We can see why. Gary's father, Don Jones, has given Honda nothing but grief since Gary and his brother DeWayne were signed last year. Mr. Jones fancies himself as the master mechanic, tuner and prime mover of all that goes fast in the world of motocross and he likes to impress that fancy on whatever particular factory his sons are riding for. This is not to say that Mr. Jones may not know what he's doing. On the contrary, he had much to do with the development of the successful Yamaha YZ racing machines. But Honda's got a few hot engineers, too, and haven't done bad with their own development programs. The RC250 and RC500 series Hondas are, perhaps, the most highly refined racing machines around. But Mr. Jones wanted a free hand in building a Honda for Gary and Honda wanted complete control of the development program. Bad vibes. Anyhoo, the last straw came at the Trans-AMA opener in Springville, New York, when the RC500 Hondas showed up late and with suspension bugs still chewing at the handles. Gary elected to ride his own 450 Maico, which just happened to be stashed in the back of their motor home, and which, according to Honda, is a no-no. Gary issued a statement, through his attorney, saying he only rode the Maico because the Hondas weren't ready and that his actions should be in no way interpreted as a bite on Honda's nose. K. Okimoto, top honcho in Honda's racing department and a righteous fellow in his own right, felt otherwise and dashed off a telegram informing the Jones boys that they were, in so many words, canned. Gary showed up the next week at the Philadelphia Trans-AMA with the same ill-prepared 450 Maico and despite the machine's poor showing (broken suspension in the first moto, stuck throttle in the last), Don Jones told the gathering, "We showed Yamaha how to build bikes, we showed Honda how to build bikes, now we're going to show Maico how to build bikes." Lucky Maico.

* * *

More "Daffy Dealers" from Jon Powell of Rochester, Indiana, who tells us there's a Husqvarna dealer in Sandusky, Ohio, calling himself, naturally, Sandusky Husky. And Bret Porter turned us on to a funky little shop in Miami, Arizona, what bills itself as Gila (as in Gila Monster) Honda. Or was that Hila Gonda? Whatever, keep 'em coming.

* * *

"I ate the hoag at a local jokel." That's how CZ ace John DeSoto summed up his crash-er-oo and broken leg suffered at a local night race in foggy Southern California. Can you dig it? He's been going WFO on his new factory CZ ride putting together the best season of his long career, then he stomped knobs at the Motocross Des Nations, picking up first American and tenth overall, and then, during a two-week layoff, got talked into doing a little fun racing at a nearby night track, just like the old days. Well, just like the old days some clown tried to beat "The Flyin' Hawaiian" at his own game and held the gas wide open through a turn. POW. John got the worst of the T-bone and had to sit out the first four Trans-AMA events with his leg in "a very trick prototype" fiberglass cast. A week at Rolf Tibblin's school had him back in shape in time for Atlanta.

* * *

Speaking of the RC500 Hondas (weren't we?), there's a whole bunch of 'em. Gary Chaplin rode a 351cc machine at the Philly Trans-AMA and Marty Tripes rode a 408cc model. The 351 sounds like a 125, a very *large* 125. Also in Honda's big bag of bikes are creations of "around" 370cc, 450cc and the big boomer 500. All sport radial head finning and four-speed gearboxes. Forks are leading axle setups, like their CR125, with adjustable damping. Like all Hondas, they're jets. One problem seems to be, however, that they're a bit heavy. But then again, so's Tripes.

* * *

OK, OK. Allright, already. For all you T-shirt freaks out there who've been stuffing our mailboxes with letters asking where you can get your calloused little mitts on the T-shirt pictured on page 32 of the October issue, the one that says, "It Takes Knobby Balls to Ride Motocross," we've been working for you. Got Big Dan and Brother Rat of Team Knobby Balls to put down their guitars long enough to lay an address on us. Here 'tis: Lunatic Fringe Competition Associates, Inc., 24 Center Dr., Old Greenwiich, Connecticut 06870. They (the shirts) come in medium, regular and average and in whatever color happens to be around. Send your name and address with, oh, lessee, $3.50.

And tell 'em the Bazzer sent ya.

* * *

Speaking of T-shirts, Hang Ten, the people who bought enough of the U.S. Grand Prix to get their name tagged on it and who make T-shirts on the side, are coming out next year with some boss motocross-type T-shirts printed with stuff right out of the pages of (you guessed it) MOTOCROSS ACTION. Keep your eyeballs peeled for more news on these super-trick T-shirts.

* * *

Kirk Minckler, a friend of ours from Guilford, Connecticut, gave us a real neat idea. Kirk suggested that we have a monthly feature called "Bike of the Month" or something

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like that. The gig would be for you motocrossers out there who have real trick bikes to send us some black and white photos of your rigs along with a brief description of what it is and how it was done, and we'd pick the best one and show it. Neat, eh? Now don't send us any crap, dig? *Try* to get some good 8x10 photos of your machine and *see* if you can talk your woodie into doing a little typing, OK? But, then again, we're pretty loose around here so send us what you've got.

* * *

There's a little game the MXA test crew likes to play after a session at the track. It's called "Race you to the Taco Bell," and it's done with support vehicles of the van and pickup variety, but occasionally involves black and white sedans with sirens. The best one to date had to be the "Saddleback to Denny's GP." Pete Maly (Blazer w/CZ) got the hole-shot with a daring full-lock left, taking out an S-back trash can and attracting the attention of the local constable. Baz (Chev LUV w/Maico & Yamaha) took an outside berm and slipped past C.H. Wheat (Cooper Motors van, empty) into third behind Rick (750 Kawasaki, solo). Pete got busted and lost first place and, eventually, C.H. entered Denny's parking lot on top for the win. The pack, however, was followed across the finish by a black and white sedan running dead last. It seems we crossed a double yellow line somewhere, which is a no-no. Under interrogation C.H. allowed there were lots of yellow lines and what one was the officer talking about. Rick said he was too busy looking out for cops to notice the yellow lines. Baz, however, settled the matter when he told the law, "Hell, officer, I was drunk at the time and I couldn't see a thing." ■

* * *

WE GOOFED

When I got a look at the Super Hunky Centerfold in the 1974 DIRT BIKE CALENDAR I just lost my cool (and my breakfast) and added 50¢ to the price. Sorry Folks, my publisher said pull yourself together and sell it at the right price! The correct price is $1.50 plus 25¢ for postage and handling. NOT $2.00. Now all you really pay for is the super-duper DIRT BIKE CALENDAR, the Super Hunky pin-up of the chubby guy is Free!

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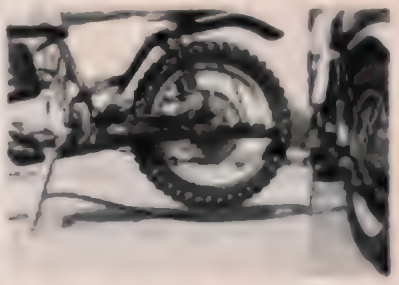

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IT MEANS WHATEVER YOU WANT IT TO MEAN. SORTA.

Having just read the third issue of your mag, cover to cover, we are dazzled, inspired, fired up, psyched up, freaked out and baffled (like silencer, you know). With all this garbage in mind, while at the same time keeping in mind that we are pleading stupidity, we have one simple question. It is one that has boggled the minds of many motocross experts, all the way from the boys at B.J.'s to the Third Street shop. The question: What the hell does "WFO" mean?

Does it mean "was flat out," "with foo-foo-raws on," "won't fall off," "will fall off," or possibly, "Worcestershire sauce for oil"?

We have racked our minds for hours on end, but no suitable answer has come to us. We give up for the first time in our careers. What does it mean?

Scott, Bob, Dave
Perplexed Persons in Pittsburg
Pittsburg, Kansas

You guys trying to get us in trouble or something? "WFO" can mean pretty much whatever you want it to mean. Common decency and the feeling that you can leave too little to the imagination prevent us from saying more.

SPAGHETTI-O'S, YOU SAY?

In your September issue, I was reading the article about Humble Hartwig, and at the end I noticed that he can't say "Szilagyi." Pete said he was never gonna tell how he pronounced his last name. Well, for five months now I've been practicing how to say it, and if I don't have it right now, you can stuff my crankcase with Spaghetti-O's. It's zil-ogg-ee! Tell Mike I take showers in the nude too!!!

Terri Lackey
Palm Springs, California

Next time we see him, it's the first thing we'll mention. The second, anyway.

DOIN' THE FUNKY MOTO-TROT

WOW! What an article about FUNKY RACES!

I've been racing for two years now, and in that time I have seen the motocross scene going to the dogs. Why? Just because of what you talked about in "Second Stroke" in the September issue. I started out like the most typical motocrosser in the world, riding a Hodaka Super Rat in the novice class. Sound familiar? Well, I learned, several strawberry rashes and three bikes later, and now I'm an expert. And, DAMMIT I deserve better!

When you started talking about your Sunday ordeal, did that ring a bell. I'm stationed in Salt Lake City, Utah, and people here think that California can do no wrong. So whatever goes in Cal, well, just run off a carbon copy for Utah. There is a very good reason that I am so tight-jawed about this subject—not just the time involved on Sunday but the MONEY. That's right, the money. Just think how much a guy like myself has laid out.

I have two Pentons (125 and 175), a Chevy van, who knows how much in tools, an endless accessory list that would make Torsten Hallman's head spin, camping gear, a bike for my lovely wife, etc., etc. I was at a meeting of some clubs that put on races and they were all scratching their heads wondering why no spectators show up. The reason is clear to me. The tracks are not prepared, and you start at 6 a.m. and get your trophy about 10:30 p.m., so not even many riders turn out. By the time I get home it's midnight and who cares anymore?

Well, I'm sure glad that someone finally said something, because I love this sport just too much to see it go to hell just because people are either too money-hungry or too lazy to put on good races.

Neil Stapleton
Salt Lake City, Utah

NEVER ASK A SALESMAN

I have decided to go racing motocross. I have picked out the type of bike I want, and have a part-time job, so I will have the money shortly. My racing career so far has consisted of one race, in which I came in second in the 100cc class on my stock Yamaha 90 Enduro.

Now here is my problem. I am 15 years old, 5 feet 7 inches tall, 150

Carl Shipman's THE DIRT RIDER

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pounds and not overly fearlessly competitive. I told you that I've decided what kind of bike I want – well I have, a Honda Elsinore. But I don't know what class to race in. The local Honda dealer says that for my size and weight I should race a 250. But he didn't mention skill. Does it take more skill to race 250s than it does to race 125s?

What class would you recommend, according to my statistics? Your answer would be greatly appreciated, as my friends don't know either, and I believe you guys have the authority to know which would be better.

Brad Dietrich
Port Alberni,
British Columbia, Canada

Stick to the 125, Brad. Both Elsinores are excellent bikes, but the 250 really isn't a bike for the novice. You can win on the 125, but you'd probably spend a lot of your time on your head if you tried to race the 250 with the experience you've had to date. As for your size, you're fine for the 125 class. According to your dealer's logic, Marty Tripes shouldn't ride anything smaller than a Honda Four.

HOW *DOES* HE DO IT, ANNABELLE?

I am a great fan of Marty Tripes and his racing career with Honda, but I know most of Marty's fans would like to know about his personal life (his spare time, and what he does with it). The night of the Superbowl I met Marty and his girl friend and I hit on a great idea. Why not have an interview with Marty's girl friend? After all, who knows Marty better than his own girl friend?

What do you say about my mind-blowing idea for a mind-blowing mag? Maybe even Bad Brad's babe or Pomeroy's sweets to satisfy every MX fan's taste? Well????

Dan Fouts
Somewhere In California

Too late, Dan. We've already interviewed Marty himself, so you'll just have to be satisfied with whatever he felt like saying. Besides, this whole thing sounds too much like matrimony to us.

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WRENCH WRACING

GAS SI! NOISE NO!

I own a '73 Suzuki 250 MXer. It came jetted too rich (230 main jet). I went down to a 210 which is regarded as the minimum in the owner's manual. It still seems to be slightly rich. My question is this: Should I stay with the 210 or try a 200 or 190? Also, will cutting the built-in silencer out of my pipe increase the ponies without too much gain in noise?

Brian Carroll
Doylestown, Pennsylvania

We'll answer your second question first and your first question last.

Cutting out the built-in silencer couldn't possibly make your pipe any louder as it's the loudest stock pipe we've ever heard to begin with. We suggest that instead of going through all the foof of cutting and welding the stock pipe, you go down to your local trick parts dealer and get a good silenced accessory pipe for your 250. Once you get a good pipe on the machine, you can concentrate on tuning your motor. Have your dealer check the ignition timing and the oil pump adjustment and then performance tune the carb (see MOTOCROSS ACTION, Aug. '73). Don't worry about going down to the 200 or the 190; just keep checking the plug to insure a good mixture. We doubt if you can do any damage to the Suzuki 250 engine.

SKINNY YAMAHA

I have a '73 250 Yamaha MX and I was wondering if you could tell me how to get some weight off of it.

Ruben Villalpando
Azusa, California

Enroll your Yamaha in one of Jack LaLanne's reducing programs and put nothing but Diet Yamalube in the tank. Actually, knocking weight off your Yammie can be an expensive venture, depending on how far you want to go. Taking off the oil injection system would be the first order of business (don't forget to use pre-mix). A plastic tank would save some weight on top and flat alloy rims will keep the mud on the track. Now things start getting serious. The MX's rear hub is outrageously heavy and could be replaced with a YZ non-floating item ($). There are some real trick light alloy swingarms on the market for your scoot ($$), as well as some special frames ($$$!). Pounds cost money, dig! Most Yamaha MX owners resign themselves to the fact that the bike is heavy and they're just going to have to ride it harder to win.

GOT DEM KLUNKIN' BLUES

I am 13 years old and have a Suzuki Duster. I like it except for one thing. When I am going over medium or large bumps the bike makes a loud klunking noise. I know it isn't the shocks because I only weigh 95 pounds and I've tried all the shock settings.

Kerry Jackson
Wellsburg, West Virginia

Nope, it's your shocks. Even at the softest setting the Duster's shocks are way over-sprung for your 95 pounds. What happens is, the shocks top out with a resounding klunk *because of too much spring and too little return damping. You could get away cheapest by trying a set of 75-pound Girling springs on the stock dampers. But if there's any way you can get your grabbers on a set of Konis or something like that,* do it. *It'll improve the handling of your Duster a* jillion *percent.*

HUSKY BOG POWER

I recently bought a 250 Husky CR. I've only had one problem. When I'm trailing along in first gear it tends to bog out. It comes standard with 11, 12 and 13-tooth counter sprockets. With the 13-tooth one, there's no way you can get around in first gear without it bogging unless you rev it up. I've got the 11-tooth on now but it still bogs a little. I thought about putting on a 32 Mikuni for good low end and putting on the 13-tooth for faster top end, but I'm not sure it would work. What do you think?

Dave Perrapat
La Mesa, California

If you're going to cowtrail your Husky, the 32 Mikuni will work fine, but it won't breathe on top like it does with the 36 Bing. But for motocross, since we try not to spend too much time "trailing along in first gear," we would stick with the stock Bing and go one size leaner on the pilot jet. Make sure your float level is right, as too high a setting will cause your problem. The best thing to do is keep the throttle WFO and you'll never have to worry about bogging.

STINGEROTOMY

I am very much interested in motocross racing. I was wondering if cutting my stinger would help my performance. Could I get more torque or speed? Why? And would it be bad 'cause I did some cutting on the bottom of my piston?

Roger Rasho
Newport, Washington

As a rule, short stingers mean torque, long stingers mean speed. But don't go by that. Pipe modification is a tricky venture at best and should be left to the experts. But if you want to go nuts with a hacksaw, be sure and test out your work with a stopwatch like Carl Shipman outlined in "Performance Tuning" (August, '73 MXA). Cutting your piston and messing with your stinger at the same time can make you go blind.

OKAY, "MAVRICK"

Most of the time when someone writes in to a magazine about changing shock absorbers to tame their busy back end down, you usually tell them to replace them with Konis, Curnutts, Betors or Arnacos. But I noticed that you have never once mentioned Mavricks. Why haven't you?

Phil Coconis
Torrance, California

We mention Konis, Curnutts, Betors and Arnacos because when most expert riders we know need a good pair of shocks, they usually go out and buy Konis, Curnutts, Betors or Arnacos. They also buy Telescos,

Cerianis, Thermal Phase, Girlings and Buge, and Glen Vincent used a set of Mavricks once about four years ago.

DROOPY SUZUKI

I have a Suzuki 125 Challenger and I really love the bike. But it loads up occasionally and I wonder if you think a larger carb would help. If so, what size and make would be best? Also, what silencer is best?

Joe Aldape
Boise, Idaho

A larger carb would probably make your problems worse instead of better. Your best bet is to try a smaller pilot jet. The silencer that comes stock on the Challenger works about the best for that bike. If you really want to get into silencer comparisons, check out the "Silencer Shoot-Out" in DIRT BIKE Magazine's August and September '73 issues, but don't forget to consider the source.

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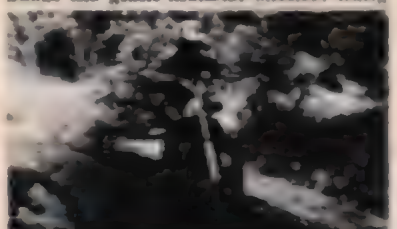
THEY "LAUGHED" WHEN I UNLOADED MY 250cc PENTON AT THE LOCAL MOTO-CROSS TRACK

JOHN PENTON

A true story, Corona Raceway

The best race of the night was the 250 Junior Class. RICHEE COLLINS, the super quick Collins and Son rider out of Anaheim, decided that since the new 250 Pentons were out and his dad had one, why not try it out. As he unloaded the bike out of the car, riders gathered around him and snickered and joked about the giant monster silencer hung



They're not laughing now the Penton 250 has won its first National Enduro "Black Coal"

off the back of the new Penton. Well, as the saying goes, He who laughs last laughs best. Here is the way it went.

Fourteen riders lined up on the start with Collins on the outside. When the

They're not laughing now the Penton 250 won its race in the MOTO

green flag dropped, fourteen hands pulled on the throttles and fourteen bikes blasted into the first turn. At the first turn, there were thirteen bikes all lined up behind, you guessed, Richee Collins and the Penton. Collins blasted his way around the track and when the checkered flag fell, he had bagged the very first 250 win in his life!

They're not laughing at Richee Collins Penton 250cc scrambler either!

People have laughed at what we at Penton have done for years, but we can take the laughs when performance and winning are the final factor. Why not try one one of the new 250's, by now the laughs will have died down to a whimper from the opposition.

Penton 250cc Hare Scrambler is available in M-X or Enduro/Trials execution

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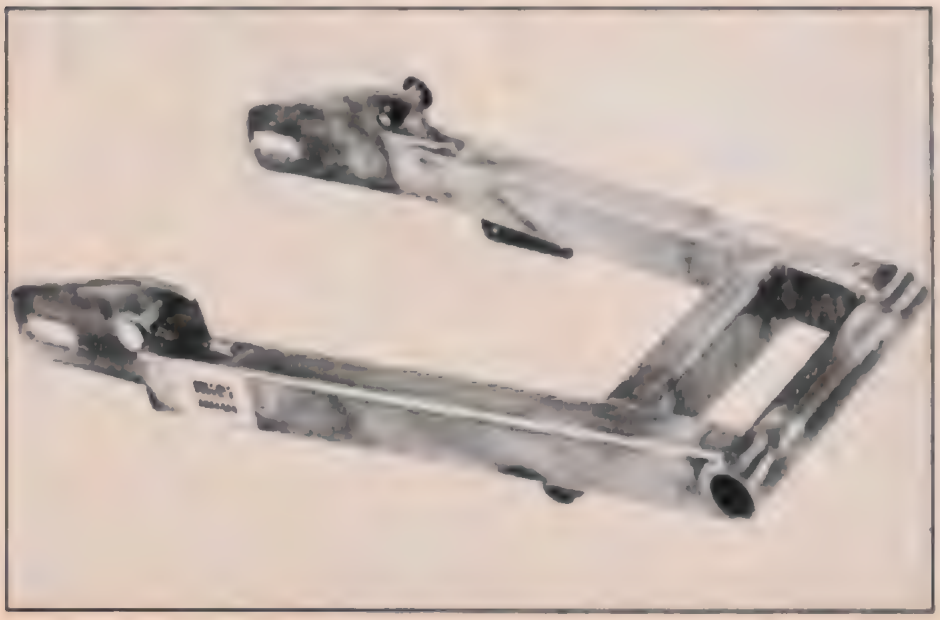
TRICKS FROM THE TRADE

New products for the discriminating motocrosser

KIDNEY KROSS-UPS

As you may have noticed, life is more pleasant when your kidneys are in good working order. But motocross can get even the toughest kidney down. Enter the ANCRA Corporation with their new "breathable vinyl" kidney support belt. ANCRA says that their belt gives the wearer both comfort and positive support, since all that pulsating vinyl is pock-marked with tiny vents which allow constant ventilation. A foam rubber backing, bonded directly to the vinyl and covered with nylon, makes the belt comfortable to wear. "Breathable vinyl" can be yours by contacting the ANCRA Corporation, Dept. MXA, P.O. Box 891, El Segundo, California 90245. Have Fun.



TAKING THE FLEX OUT OF SUZIE

MISI, the people who brought you the mail-order monoshock frame and the smiling lady, are now making available this new swingarm for Suzuki 125s. Constructed of 4130 steel, this bolt-on unit is said to lengthen wheelbase 1½ inches over stock, while being lighter and stronger than the stock swingarm. Available for immediate delivery from MISI, Dept. MXA, 2409½ E. Apache, Tulsa, Oklahoma 74110.

GOGGS, SON OF AEROSPACE

Why is this woman gasping? Well, could be she's gasping at all the fun she's been having down at Suzuki Fun Center trying on these new "GOGGS 300" goggles by ILC. After all, what could be more mind-tweaking than trying on a pair of goggles which are supposed to be the result of extensive aerospace product development and research? Why mind-tweaking? Well, obviously goggles mean motocross and aerospace means the moon. Put it together and whadaya get? Moon-o-cross, of course. Certainly, this lady will be right in style on the moon, because "GOGGS 300" goggles feature fog-free, double lens construction, a contoured design, panoramic vision, hand adjustable buckles and color coordinated frames (blue, white, red, yellow and—possibly—green cheese). "GOGGS 300" will accommodate eyeglasses and come with one clear and two tinted lenses. At $6.95 it's a deal. Get your deal from Suzuki Fun Center, Dept. MXA, 515 N. Victory Blvd., Burbank, California 91502.

YOU'RE AN OLD SOFTIE?

Casler Performance Products introduces (it says here) important hand protection for the competition rider. "Concrete gloves?"—you ask. Not quite. Casler's hand protectors are the kind that mount between the control levers and the grips. They're thickly padded, and have a sensuous black vinyl covering. Casler Performance Products, Dept. MXA, 1041 W. Brooks St., Ontario, California 91762 are the people to talk to.

WASH DAY MIRACLE

If your old lady has ever been on one of those soap commercials where they say something like, "I could never get that dirty old motorcycle grease out of my son's, husband's, dog's truck one bearings before, but now with new miracle DUZIT, ev

Cont'd. on page 18

It's no wonder that top MotoCross riders in the world prefer Twin Air over all others. The unique foam design makes it equally at home on wet and muddy courses as on dry, dusty ones. No more backing plates, or greased edges with the "Twin Air." Each filter is designed for its particular make of machine. Don't be left out in the wet nor dry! GO TWIN AIR!

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TRICKS FROM THE TRADE

erything comes out of the wash squeaky clean!", you're probably looking for a way to put a little grease back into your life. Do it the Bel-Ray way. The folks at B-R are introducing a wheel bearing and chassis grease which they claim lasts up to four times longer than conventional greases, is completely waterproof and will never wash out of a bearing. Bel-Ray says that this new wonder grease will not melt, break down or swell the packing, seals or O-rings. That means that there's a definite possibility it'll even do it to DUZIT. Or something. Get yours from the Bel-Ray Co., Dept. MXA, Termalene Division, P.O. Box 526, Farmingdale, New Jersey 07727.

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There are times in almost every motocrosser's life when nothing can take the place of that bilious green liquid called Gatorade. Trouble is, Gatorade is bulky, taking up space in an ice chest which might better be devoted to, say, beer. No one's invented instant beer yet, but the clever people at Webco International have come up with instant Gatorade. Just tear the package and mix it up. Instant Nirvana. Instant Gatorade comes in 2-ounce envelopes, six envelopes to the box, and each envelope makes one quart of lovely, liquidy green stuff. Just add it to water and stir. Or, if you're the adventurous type, add it to beer. Bound to make you go faster, more fluidly. Get yours instantly by writing to Webco Inc., Dept. MXA, Box 429, Venice, California 90291. *

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COMPETITION

MOTOCROSS DES NATIONS

some serious americans do some serious racing

BY DAVID MALTAIS

The Motocross des Nations. It doesn't mean a damn thing. No points. Not much money. The Grand Prix season is finished, so why bother to show up? Prestige, that's why. National pride. The Trophy des Nations is the only race in which the riders race in *national*, as opposed to factory, teams. Time to answer a few questions.

Is the Belgian Malin *that* good? (Answer: Yep.)

Are the Russians *that* crazy? (Answer: Yep.)

Are the Americans *that* slow? (Answer: Not hardly.)

So, questions were asked and answered, and national pride ran high. In Wohlen, Switzerland, this time, a one coo-coo clock town near Lucerne. And 12 national teams showed up to dice for the glory. "Ahhhhh, our guys can beat your guys through a turn *anytime*."

An old hand at zapping Europeans, Jim Pomeroy sets up to put the move on Vaul Borge of Denmark.

"Gunnar, would you zip me up?"

Riding one of Bengt Aberg's trick Huskys, Mike Hartwig gets the worst of Frans Sigmans

Sylvain Gebuers pulls away from John Banks on the . . . the . . . ah . . . What does Banks ride?

John DeSoto boogies his el tricko CZ to a tenth in the last moto.

Only 12?, you say. Yeah, some didn't show, including the Czechs and the West Germans. The West Germans, secure in the belief that if it ain't happenin' in West Germany, then it just ain't happenin' baby, were holding their national championships at the same time. And the Czechs were holding their, ah, *Army* championships. You figure it out.

Anyway, everyone else was there. Including the Americans. Or *some* Americans, anyway.

Trophy des Nations rules call for four-man national teams, the top *three* riders on each team actually scoring points. Points are then totaled, and the top team wins. Obviously, a team which only enters three riders is at a serious disadvantage when it comes to scoring. One bad fall, one mechanical DNF, even a bobble which loses a rider a few places, can be crucial. With no extra rider for throwaway points, the Americans were in trouble.

Why were there only three Americans? Well, it depends on who you talk to; but the facts, cold, hard and nasty, were that only Jim Pomeroy (Bultaco), John DeSoto (CZ) and Mike Hartwig (Husky) were given factory bikes and support. All the rest, the Kawasaki Kids, the Honda and Yamaha money riders, were kept home. After all, home, the rich ol' U.S.A., was where the visibility was, and visibility sells motorcycles. Wohlen, Switzerland? The Trophy des Nations? How many units will that move during the Christmas rush, J.B.? Apparently, the answer was, "Not enough."

The Wohlen course, a little over a mile long, was hard, dusty and rocky, with some loose sand and a couple of deep pits. Including a suspension trashing 12-foot drop-off. "Wohlen, California," someone muttered. No matter. It was fast. And money racers ride what you give them. That's why they're money racers.

The Yank team, DeSoto, Pomeroy and Hartwig, talk ground rules with Da Champeen, R. DeCoster.

When the dust cleared, the Belgians had proved that they're just as good as their press releases and their places in the final standings. The Swedes were a consistent second, not even close, the Russians a frenzied third, and—Surprise!—the upstart, semi-prepared, last-minute, understaffed Americans were fourth. And only seven points out of second place. The star, the veteran and the kid had pulled off an amazing *coup*, an impressive finish with only three riders; in effect, a victory. Too bad one of the factories couldn't have spared just one of the multitude of good Americans that dutifully rode Talladega that same weekend. With a little help from their friends, the Big Three might easily have taken a second. But then, an American team second in Switzerland wouldn't have sold any Japanese motorcycles in America. Would it? ■

Belgian anchor man, Jaak van Velthoven, finds room between his elbow and the handlebars for his knee. Gawd, he's tall.

RESULTS:

1. Belgium	27 points
2. Sweden	67 points
3 Soviet Union	71 points
4. U.S.A.	73 points

NATIONAL TEAMS:

Nation	Riders
BELGIUM	Joel Robert Roger DeCoster Jaak van Velthoven Sylvain Geboers
DENMARK	Leif Sorensen Ole Thorkilsen Arne Lodal Vad Borge
ENGLAND	John Banks Vic Eastwood B. Wright J. Aird
FINLAND	Almo Letinen Heikki Mikkola Jyrki Storm Kajevi Vehkonen
FRANCE	Patrick Drobecq Jean-Claude Nowak Daniel Pean
HOLLAND	Frans Sigmans Peter Willems Gerrit Wolsink Jo Lammers
ITALY	Giuseppe Cavallero Ivano Bessone Alberto Angiolini Ivan Alborgetti
NORWAY	Sverre Haugerud Nils Ronning Tore Funderud Jan Kristoffersen
SWEDEN	Hakan Andersson Christer Hammergren Ake Jonsson Bengt Aberg
U.S.A.	John DeSoto Mike Hartwig Jim Pomeroy
U.S.S.R.	Nicolay Efimov Victor Popenko Anatoly Botchkov Anatoly Mandritchenko
SWITZERLAND	Walter Kalberer Fritz Graf Tony Stifter Ulf Janz

COMPETITION

PHILADELPHIA TRANS-AMA

BY PAUL BOUDREAU

love, life, the breaks of racing and gary jones on a maico

This is what is known as a hole shot. Eierstedt opened a two-bike lead only 30 yards from the gate.

Rich Eierstedt and John Borg toed their machines to the starting gate, handlebars almost, but not quite, touching. Neither would look at the other, although both were very aware of the other's presence. Borg, the complete unknown from Michigan, had gassed his private YZ Yamaha to a flag-to-flag win in the second moto of the 250 support class after Eierstedt had done the same in the first. Rich, a rising star from the Southern California holy land, was mounted on one of Honda's finest factory efforts: the RC250. Wrenched by Roy "Tuner" Turner, it was easily the fastest machine in the field. But the tight stadium course was more a test of skill than machinery. It was a showdown. Both riders were tied for points so whoever beat the other in this moto would take the overall win. For John Borg it could be the biggest win of his career and could maybe mean a glance from one of the factories looking to fill an empty seat. For Rich Eierstedt it could be the win that didn't come during the Inter-AMA series, that should've come last week in New York and had damn well better come if he was to cement his lead in the National standings.

Most of the 15,000 spectators and pit people weren't overly concerned

Eierstedt, "Tuner" Turner and Borg quietly blow their minds before the last race.

about the support race. They had come to see DeCoster, the World Champion, and Willi Bauer, winner of the U.S. Grand Prix, and Willi's teammates Wolsink and Weil. The high-rollers paid ten bucks a hit for V.I.P. seats so they could watch Jimmy Weinert, Pierre Karsmakers, Marty Tripes and, of course, Brad Lackey play this game of miniature motocross. The locals held their beers high for Sonny DeFeo and Tony Distefano. They bowed low for Jim Pomeroy. This was big time. Support races were for stocking up on suds and hot dogs.

But four souls would ride with Rich Eierstedt. Honda team manager John Blum lost his number one pilot Gary Jones (see DIRT) and the remainder of his international team, Tripes and Chaplin, would not figure in the big race. Blum would hold the stopwatch on Rich. "Tuner" had all but slept with Rich's bike since the last race and now his work was on the line. Tuner cleaned off the chalkboard. I see a National Champion in Rich Eierstedt and I'm gonna watch him do it. My camera was ready. Lisa sat in the stands trying to be Molly Blue but wanting to be Rich's girl. Her heart went on main jet as the gate fell and Rich was away with a hole shot we only dream about and John Borg tucked into second. This was going to be a hell of a race.

As opposed, that is, to the international event. No race there, just a benefit for Team Maico. Yep, it's another year and Maico's back in money land. We saw Adolf Weil in the motel restaurant wolfing down breakfast and, man, that dude is *old*. He's really got gray hair, but his bod is as tight as a banjo string and he takes absolutely no static on the motocross course. In the first moto he flat blew everybody off, and this was his first night race. Teammates Wolsink and Bauer socialized with Roger DeCoster for a time and then

OPPOSITE PAGE:
Pierre takes the high line, Chaplin takes the low line, and the crowd goes rah.

"After you, Adolf." Bauer, always the gentleman, gives the inside line to Weil.

DeCoster's works Suzuki. Yep, that's the same setup as the Maico's, Konis and all.

motored off to join Adolf in the lead. Roger wasn't really in contention anyway after fighting a severe case of the sniffles all week. He split after the first moto, leaving the Maico wrecking crew to play "club house" up front for the rest of the night.

On the American side of the fray, Pierre Karsmakers had to be the fastest hand out there. Also the loudest mouth. No offence, but you didn't even have to *see* him to know he was coming by. It was a short track (40-second lap times) so the front runners were constantly in traffic. When Pierre came by you could hear him shouting above the buzz of his 370 works Yamaha. "Hey! Hey! Move! Lookout! Hey! Ho! Lookout!" Pierre was boogying.

And who was boogying right along behind him? Tim Hart, that's who. Can you dig it? Tim's been racing a long time but he still keeps getting better and better and *faster*. Some day ol' Pierre is going to be smoking along and he'll hear somebody shouting behind him and he'll look back and it'll be Hart trying to get by. Good teacher, good student. Good bikes, too. The new Motoshock Yamahas rode like marshmallows and never missed a beat.

Riding an absolutely *rat* 450 Maico, Gary Jones managed to stay with the leaders in all three motos till the machine let him down. Once he can get his machine to hold together for 45 minutes, Gary can and will run with the Europeans. Even though they've never really run together for a whole moto. I think Gary can beat Pierre, but don't tell anybody I said so.

Mr. Consistency on his home-

Gerrit Wolsink sits out the rough sections on his smooth riding works Maico.

so the farmer said 'Sure, but you'll have to sleep with my daughter.' So then the traveling salesman

Would we kid you? The secret to Pierre's success is Yellow Cling Peaches and Radical Richard's tape

Roger DeCoster pulls the trigger ahead of Mike Runyard, Bauer and Jim Pomeroy.

Suzuki works mechanic mobilizes his million-dollar factory tool inventory for some last-minute setting adjustments.

Gary Chaplin, former Maico rider now on Honda, chitchats with Gary Jones, former Honda rider now on Maico.

grown CZ, Tony Distefano, picked off some heavy-duty meat, as he has been doing without notice all year and walked away with sixth place money behind Jim Pomeroy, making his the best finish on a private entry (It's not *really* private, but Jawa East likes to make it look that way. Can't take it away from Tony, though. He's got to be the hardest riding pack rider in the business.)

If there's anyone who rides the ragged edge one hundred percent of the time, it's Jim Pomeroy. Watching him fly around the J.F.K. Stadium track was like watching an endo on the way to happen. He's not wild or all over the place; he's actually quite smooth. But he comes so *close*. Like he hits everything, tapping the other bikes with his front wheel and stuff like that. He came closest to really eating it in the second moto when, coming off the big ski jump and into the ditch, his super-trick 400 Bultaco did a front end wheel stand, straight up and down, and then threw in a few tank-slappers for flavor. "You thought I was going to eat it? Man, I could *taste* the dirt," said Jim. He didn't, but a rash of broken wheels held him to fifth place.

Not to be outdone in the broken bike department, Jimmy Weinert, seldom outdone in *any* department, trashed his Kawasaki 450 in grand style. Coming over the "Grand Tetons" (I know, Bernie, but it's show biz) the green torquer caved in like the Kwai River bridge, spreading out Weinert in the process. Jim laughed it off, though, but didn't entertain any requests to do it again for the cameras.

57
57

6

Doug Grant

Butch Johnson, Doug Grant's mechanic, was a happy dude. Doug's Bultaco was running fast and fine and Doug was right up there in the National standings. Doug was feeling good, too, 'cause he was making a hot comeback from a bad leg break last year. Things looked real fine for Doug and Butch. But on the way to the Copetown Trans-AMA the van crashed and now Doug's hurt and Butch is dead. Damn it.

OPPOSITE PAGE:
American Jim Pomeroy slips under American Brad Lackey (top) in hot pursuit of non-American Roger DeCoster (bottom).

Disproving the old saw that nice guys finish last, Gerrit Wolsink copped the overall win by staying up front most of the evening. Gerrit's a real neat guy; tall, good looking, easygoing, mellow and a super competitor. It looked as though he was joy riding the course, outdistancing everyone but keeping together with Bauer and Weil to press home the reality of the Maico onslaught. That's how it's done.

As for Rich Eierstedt, it was storybook heaven. There he was, leading the race he needed so badly to win. John Blum put his watch away and smiled. Lisa sat in the stands with a *big* smile. I was happy as a pig and Tuner Turner, giggling a little, chalked a big "P-1" on the blackboard as Rich came around the first lap with a 20-yard lead.

It's truly ironic how we grow to depend so heavily on something so fragile as the lead in a race, or so unpredictable as the reactions of a

Continued on page 64

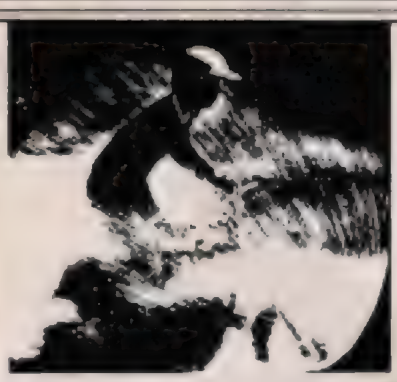
RESULTS
TRANS-AMA, PHILADELPHIA, PA.

500 INTERNATIONAL

1.	Gerrit Wolsink, Holland	Maico
2.	Adolf Weil, W. Germany	Maico
3.	Pierre Karsmakers, U.S.A.	Yamaha
4.	Tim Hart, U.S.A.	Yamaha
5.	Jim Pomeroy, U.S.A.	Bultaco
6.	Tony Distefano, U.S.A.	CZ
7.	Gary Chaplin, U.S.A.	Honda
8.	Rich Thorwaldson, U.S.A.	Suzuki
9	Bob Harris, U.S.A.	Maico
10	Jim Cooke, U.S.A.	Kawasaki

250 NATIONAL

1.	John Borg, Michigan	Yamaha
2.	Rich Eierstedt, California	Honda
3.	Bryar Holcomb, California	Bultaco
4.	Bruce Dengler,	Honda
5.	Ron Sulf, California	Maico



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KOMPETITION KUT-UPS

when motocross becomes trot-o-cross, I'll take a cold beer every time, MaMa

COAHUILA INTERNATIONAL GRAND PRIX

by Mike Kerley

Billy Payne flattracks it in pursuit of Priddy.

Why do men race?
(Part two in a series)

It came in the mail, this invitation to ride in the first Coahuila International Grand Prix. "What's a Coahuila?"—asked the secretary. "I think it's some kind of lizard," said the desert freak. "Nope," said the Repository Of All Knowledge, "it's a state in northeastern Mexico. "Far out!"—I said. "You'll be sorreeee," said the Voice Of The Future. As usual, the VOTF was both right and wrong

What it was, was motocross. Motocross smack in the middle of the highlands of northern Mexico, an industrial town named Saltillo to be exact. Saltillo is where the Moto Islo factory hangs its sombrero, and Moto Islo is the company that makes, among other things, the Cooper motocross and enduro bikes (called Islos in Mexico). The setup was that Frank Cooper, the father, namesake and American connection for the Cooper MX venture (and the western U.S. distributor for Maico), wanted some of the motorcycle press to come down and race his bikes in the Grand Prix. "Have to race expert, though," he said. "Down there, if you own a set of leathers, you gotta ride expert."

"Yeah, Frank, that's peachy, but . . ."

"Don't worry," he said. "By race day you'll be too hung-over to care." I decided to think positively

It wasn't too hard. Ah, Mexico, where doe-eyed pit tootsies strum electric guitars softly in the moonlight, while their boyfriends lay the hot wrench on their Islos and Cara-

Tony Bell and Pete Somebody discuss the finer points of pie-o-cross. Look for it in an upcoming issue.

Woman Prolds

The scene reminded you a lot of Carlsbad, only the crowd had better manners.

belas—or something like that. Mexico, land of sun, adventure, enchantment and Montezuma's Revenge. Pack that awful-tasting white gorp and those little pink fix-you-up pills, baby. I'm off to the races. Wonder if Tequilla Sauza works as pre-mix. It sure makes *me* go fast.

Golden-tailed (ahem) ride to Houston, then a quick hop, in a plane that looked vaguely like a three-engined version of the Texas state flag, to Monterrey, Mexico with smog. A downer. Get into the Moto Isio-provided taxi to Saltillo 70 miles away on your kilometrically-inscribed odometer. Listen to the valves pop. Get out of that taxi (lots of room) and into the back-up taxi (not so much room). Feel eyes get wider and wider as we dodge large fast trucks, small slow trucks, buses and the odd cow for the first ten clicks. Feel eyes shut tight for the remainder. What I don't know ain't gonna hurt me any worse than what I do know, and the suspense isn't nearly as bad. Get to Saltillo in time for sundry ceremonial greetings and the first of what the invitation had euphemistically described as "Big Mexican Parties."

Party

At three in the morning, someone decided that the warm setup was throwing our glasses at the wall, just like they do in all those old gayblade Errol Flynn movies. Not as impressive as when Flynn used to do it. Try it with bottles. Much more impressive. Don't throw the full ones, Jose, that stuff's hard to get in the States.

The next day is practice day (along with a flattrack in the afternoon for those who get their jollies that way). And I, proud victor over several of the sleaziest adobe hut kitchens that the Baja has to offer, am sick, dying, my gastric shorthairs in the claw-like grasp of that vengeful Aztec dude Montezuma.

"Time to go riding," Cooper tells me.

"Arrrrgggggh," I manfully reply.

"You'll feel better on a Cooper," he says in his best Madison Avenue-comes-to-Burbank style.

I look around to make sure there are no bottles left over from last night. Figure I have just enough strength to chuck one at him. Frank, chortling gleefully, says he'll send a doctor right over. I tell him a mortician would be more appropriate. He leaves. Doctor—his card says he's a gynecologist—comes. Gives me some medicine. Describes in macabre detail what the next few hours of my life are going to be like. Tries to make me feel better by telling me that *he* caught the same

Crowd control in the pits. Most riders were a little leery of asking how those 2 x 4s were meant to be used

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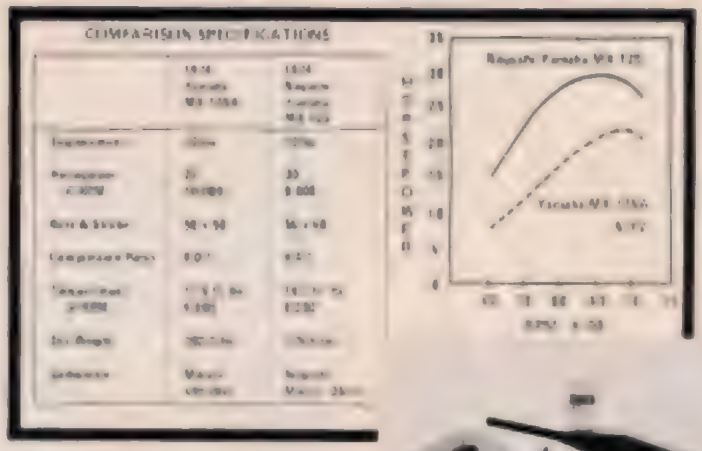

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The Noguchi "Factory Works" Kit For the Yamaha MX 125.

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The cobby, dusty uphills were a centerpuncher's delight.

Billy Payne, somewhere inside of the world's largest and noisiest dust storm.

thing while taking his internship at a hospital in Illinois (Nixon's Revenge?). Leaves. I soon find that he was right about those next few hours.

Somehow I couldn't find the strength of purpose to make it to the flattrack. Too bad. They tell me there was a dynamite riot. Mexicans take their racing seriously.

Sunday morning, race day, found me on the ragged edge of being all right, but weak, no compression. My rings had gone south for sure. Along with everything else. It took approximately one-and-one-half hands to lift the bedside water glass. Which meant approximately two hands for the throttle, I figured. Even *my* riding style wouldn't stand for that. Leave carefully packed leathers, my ticket to the expert class, in the bag where they'd been ever since Los Angeles. String camera around neck. Two hands on a camera is socially acceptable most anywhere.

* * * * * * * *

The races. Frank Cooper and his cohort C. H. Wheat had more or less given all us hot-shoe press-types the impression that the pickin's in Saltillo would be easy. Motocross is new

Cont'd. on page 65

RACE TEST

CARABELA 125

when the cisco kid rode one, nobody laughed, but only because he carried a six shooter

There are two things you can do to draw lots of laughs, grins, assorted sniggles, guffaws and mouth-covered points from everybody around. One is to show up at a clambake wearing a Bozo the Clown outfit and leading a pelican on a leash. The other thing is to show up at a motocross with a Carabela. Don't know why, 'cause we see some pretty funky looking machines that get nothing but passing glances. But just unload that Carabela from your van and it starts: "Hey Lennie, look! A Carabela! Haw, haw!" and "Hey Turkey-Neck, where'd ya get the funny looking bike? Haw haw!" or "Hey, is that a motorcycle or a taco wagon with knobbies?" (Of course the MXA test crew was always ready with quick, snappy and debilitating comebacks like, "Oh yeah? Well @=&* you.")

Now, before you start drooling uncontrollably and thinking, "Boy-o-boy, they're really going to roast the little pooper," relax. Take a look at the bike, front to rear. The forks, although made in Mexico by the Gabriel people, are direct copies of the highly touted Betor motocross forks. The frame design follows almost identically the lines and dimensions of the Maico frame. Power from the 125cc engine is competitive, and feeds out through a well spaced five-speed gearbox. Rear shocks are placed well forward of the axle, following the latest concepts in rear suspension design. Hubs are alloy and laced cross-three. The 30mm Mikuni draws through a Filtron element encased in a super-serious still air box, again reminiscent of the Maico. Body work is first-class fiberglass; strong, light and good looking. So whatsamatta, you may well ask.

To begin with, the Carabela *is* a funny motorcycle. Like the name, for instance. Carabela. Car*abel*a. Car*a*bela. Any way you pronounce it, Carabela is a funny name. It doesn't *sound* like a motocrosser. Maico, Husqvarna, Bultaco are all mean, he-man sounding names. Raaaaaahh. But Carabela sounds like a candy bar. Maybe they should've named it something like El Stompo or the Zorro Black Stallion MX. Awww, we're only kidding. That name on the tank won't slow you down any.

Funny thing number two is the seating position. Did you ever ride a chopper? Welcome to the Carabela. Those funky looking handlebars are *way* too high, but the weird little loops on the cross brace are

Sure would be nice if a berm showed up right about now.

just right for hooking up your tie-downs. The pegs are too high too, but they're adjustable. Trouble is when you try to adjust them lower, you have to rotate the peg assembly 180 degrees and they end up folding down. Think about that. Might as well, cause nobody else did.

The third member of the rider position group, the seat, is right on the money as far as placement goes, but it feels like you're sitting on a lemon meringue pie. The padding is there, but it's real squashy and won't make your bod happy should you get caught flat bunned in a fifth-gear chuck hole. So the combination of high bars, high pegs and a fluffy seat makes standing up like trying to get out of a beanbag chair: It's not something you're going to want to do a few hundred times during a long moto.

While we're goofing on the machine, we might as well get all the other mouse items out of the way.

Mouse Item Number One: Tires. The Carabela used to come with Barum skins (yea), but no more (boo). The bike we got had Tractor Grips. Putting a knob from a Tractor Grip next to a knob from a Trelleborg is like standing Mickey Rooney next to John Wayne. They don't measure up.

Mouse Item Number Two: Rims. The hot setup for rims is flat alloy. Flat steel and channeled alloy come in second about even. The ultimate cold setup is channeled steel. Guess what comes on the Carabela? Right.

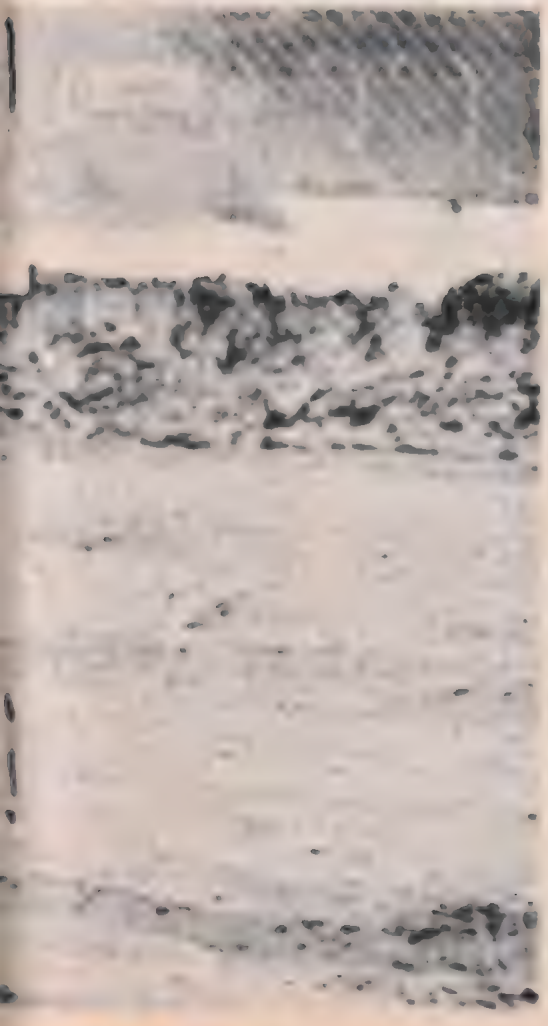
Mouse Item Number Three: Handlebar Mounts. The Carabela

Oh, oh. I think I'm going to fall down.

has U-bolts trying to hold on the handlebars. U-bolts don't work. Ask any early Bultaco owner.

Mouse Item Number Four: Rear Hub. We're going to divide M.I. No. Four into three sub-items. (a) The brake assembly is of the full floating variety which is good and bad. Full floating brakes work nice but are very heavy. What really tweaks our gray matter is that in this particular setup, the brake anchor arm, instead of being attached to the frame, is bolted to the swingarm. That means any advantage gained by installing a full floating brake is negated by the bogus attachment of the anchor arm. And, at the same time, you get this heavy blob of dead unsprung weight sitting on the end of your swingarm. Bushness heaped upon bushness. (b) The hub is light alloy, which is good, but it broke in half, which is bad. (c) We also bent the axle, but that was probably caused by the broken hub, or vice versa. The thing that bothered us was that the axle was threaded at both ends and took two nuts to hold it on. This is fine till you've got five minutes before your moto starts and you're putting the rear wheel back on and you get some dirt in the threads. It will now take two hours of black incantations from a licensed wizard to hold that axle while you turn the nuts, 'cause there ain't no other way.

Now, let's talk about the good stuff. Finding the good stuff on the Carabela is easy. Just start it up, kick it in gear and get yourself going around a motocross track fast like a squirrel monkey what just found out he'd been snuck up on by a big snake. Yep. Even though the Carabela made a few enemies in the pits, it made a lot of friends on the track. We all liked the handling, including ultra-high-temperature shoe, fac



tory Honda racer Rich Eienstadt who rode the bike in an impromptu Thursday afternoon play-o-cross. He said it was "neat." What's not to be neat? Super-plush forks, boss sanitary frame, spot-on geometry, very advanced rear suspension setup with fairly good shocks and enough power to keep your handlebars even with the competition.

This is the kind of bike that will get you through those times when you think, "If I just hold the gas on all the way through this section, I can pass that slug in front of me." In other words, if you *can* do it, the Carabela *will* do it—without killing you. Most of the time, anyway. It would do it even better with just a *leetle* more power. A few hours with the Roto-Rooter would scare out some of the extra nags hiding inside the motor. But isn't that the way with *any* 125?

The gearbox could use a little shaping up, too. We missed *many* shifts during the test. Maybe that's why the clutch fell off. Well, it just didn't *fall* off. We kinda *broke* it off. Pete Maly was going up this tricky uphill and he missed a shift. (See? It wasn't our fault.) You know how when you miss a shift, you just keep revving the motor and stomping on the shifter? Well Pete was doing just that going up this hill and when he finally caught a gear, the bike had slowed to about zero mph. And, with the motor turning about 12,000 rpm, the clutch just laid down and died. It seems Carabela uses a keyed shaft to hold on the clutch and the key broke. This is good 'cause you won't tear up your gearbox, but it's bad 'cause, unless you get the nut torqued just right, you'll break it again. Better to fix the gearbox and make it shift good.

You now have choice #162 to

make when you're hunting around for a 125cc racer. If you're the type who wants an absolutely race-ready lightweight that requires no more maintenance than a bowling ball, forget the Carabela. Don't even get near one 'cause it'll sense your fear and attack. But, if you're a wool-dyed garage freak, the kind of person who likes to take imperfection and make it perfect, the 'enry 'iggins type (Don Jones?), then hop on your skateboard and hang down to the nearest Carabela dealer. Then take this Mexican wonder and trick the hell out of it. That means new rims, tires, bars, bar mounts, rear hub and brake, pegs, some port work, some poking around in the gearbox and any other little thing your motocross heart desires. You can't go wrong. Even in stock trim the Carabela tracks straighter and turns better than *any* of the miracle bikes from the East.

So, next time you're loading up your tricked-out Carabela and some thimble-brain yells, "Hey, man, Carabela sucks!"—you can haul out the big ol' first place trophy you just won and yell back, "Oh yeah? Well, @=&" you." *

Outrageously heavy brake assembly must be the engineering screw-up of the decade

There it is. A .32 calibre lodged in the aorta.

Oops... A slight crack developed in the rear hub

When the U-bolts gave up, we had to do something to stay in the race. Imagine sneaking this through tech inspection.

SUGGESTED RETAIL PRICE: $819
ENGINE TYPE, INDUCTION: Two-stroke single, piston port
ACTUAL DISPLACEMENT: 125cc
BORE AND STROKE: 55.4mm x 52.0mm
COMPRESSION RATIO: 13.5:1
CARBURETOR: Mikuni VM30-55
CLAIMED HORSEPOWER/RPM: 20 @ 8000
PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: Five-speed, left side
GEARBOX RATIOS: 1) 3.40:1 2) 2.14:1 3) 1.50:1 4) 1.25:1 5) 1.05:1
AIR FILTER: Filtron
ELECTRICAL: Electronic
LUBRICATION: Pre-mix
FUEL CAPACITY: 1.75 gallons
SUSPENSION: Gabriel
TIRES/RIMS
front: 3.00x21 Tractor Grip/steel
rear: 3.50x18 Tractor Grip/steel
WHEELBASE: 55.75 inches
SEAT HEIGHT: 31.5 inches
WEIGHT:
actual: 202 pounds, wet and dirty
claimed: 183 pounds dry
front wheel: 97 pounds/48 percent
rear wheel: 105 pounds/52 percent
STARTING: Non-primary kick
COUNTRY OF MANUFACTURE: Mexico
DISTRIBUTOR:
Carabela Motorcycle Corporation
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Anaheim, California 92801
COST OF REPLACEMENT PISTON, RINGS: $9.60, $2.45
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TALLADEGA AND NEW ORLEANS

the action was fast and the "noonies" were spectacular as the national series wound down in the deep south

photos and anecdotes by Jim Russell

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Talladega. Another Gary Bailey-designed motocross track stuck in the middle of a concrete roundyhout built for fast cars and bikes that wear a lot of fiberglass. That is to say, a somewhat limited course. Not Gary's fault, but there's just so much you can do with flat ground, concrete, viewing stands and a bulldozer. Ask "Superbowl Mike" Goodwin. You doze a straight, pile up a rakishly angled hill or two, scoop out a pit, gouge a couple, three berms. The riders don't care for it much, but the promoters dig it because they can promise the spectators a nice see-it-all seat in the bleachers, with lots of cold beer and popcorn. And it's easier to count the gate. Click, click, click. Count yo' money, Lamar.

Still, it was all OK. The neat thing about Talladega is, the town's *used* to racing and racers, with all the good vibes that implies. No one's blasé, though, and most everyone comes out to watch the fools go fast. And some just come out to watch the fools, preferably at close range. The National riders were surrounded by acres and acres of "noonies" (Gary Bailey's wife Darlene's New Word For the Week at Talladega. To be used as in, "Gawd, lookit the set of noonies on that chick!"), and, ah, loving every minute of it. Makes sense. "Racin's hard work, honey. You don't want to follow me around the circuit and get all dirty. You'd be *awful* bored." Yep.

The Winnah!

Kawasaki
Kawasaki
Kawasaki
Kawasaki
Torco

OPPOSITE PAGE:
Laying down that heavy Kawasaki torque, Jim Cooke trenches through a slow turn.

AMA officials Light Brown Lancione and Jeff Runyard (rumored to be on intimate terms with Mike) try to make a ruling as to whether the words on Thor's helmet are legal, illegal or just plain vulgar. Suzuki mechanic looks anxious. Gary Bailey looks full covered.

Bill Grossi represented his family solo at Talladega, after brother Bob retired with a "locked knee." Lookit the kid fly.

Whhoooeeee! Lookit Brad's tank! Now everybody will be 'crossing with a Six Days tank.

Despite—or maybe because of—the fact that Talladega was the second to last race in the National championship series, Wire City as it were, things were loose. After a heavily partied Friday night, Don Jones, spiritual leader of what the Kawasaki Kids call Team Jelly Belly, was passing around samples of his special Beer With No Name as a curative. Eager hands were already reaching out when a couple of Honda mechanics warned everyone that they still had the runs from sampling some of the Jones brew the previous weekend. Meanwhile, over in the Kawasaki pits, Lackey was busily winning the Humorous Looking Bike Of The Race Award. "Bad" had a brand, shiny new 450 to race on, but Kawasaki incredibly turned up short of MX tanks and had to strap on a Six Days number instead. Of course, it *did* look trick ("Is that the new hot setup?," muttered the crowd), and Brad never had to worry about running out of gas. It didn't solve his other problems, though. After taking a second in the first moto, and a third in the second, the Kaw threw a chain and Bradley ended up in the DNF column along with fellow greenies, Weinert and Higgins.

Hang loose or not, Honda seemed pretty sure that Gary Jones would sew up the 250 championship at Talladega. So sure, in fact, that they'd imported a camera crew to record the event for posterity. The

Pierre pumps fuel for the Yamaha concrete scrapers under the eyes of a sell-out Talladega crowd.

Thorwaldsen. Hart. Gravity.

whole thing was filmed in *cinema verité* fashion. Watch Gary put on his oldest and dirtiest set of leathers. Watch Gary pull on dirty socks, grungy boots and a torn T-shirt. Listen to off-camera voices offer directions to the nearest laundromat, the loan of a pair of socks, the address of the Salvation Army. Finally, and more to the point, watch Gary chalk up two seconds and a first to win the U.S. 250cc championship for the second straight year. Two different years, two different bikes, one man. Must prove something.

Rich Thorwaldson, converted desert racer, pushed his Suzuki to the second overall spot, and second place in the national standings as well. As usual, no one really seemed to notice Thor (called "The Wedge" by the other riders), he was just there and winning like he always does. Second ain't bad for a man who thought the world was one giant whoop-de-doo just a little over a year ago.

After the first 500 moto was run in a cloud of dust so thick that no one but the AMA scorers was sure who'd won (Karsmakers, Lackey, Semiest, the track was watered into a fine soup for the rest of the afternoon. Texas rider Wyman Priddy won the second and third motos, but Karsmakers' first and two seconds gave him the win and the chance to kiss the Talladega Queen. Who turned out to be Mrs. Wyman Priddy. No wonder Wyman rode so

No one warned Weinert that they go topless in New Orleans.

How does that grab you, Jimmy?

hard' Jones and the Dutchman took full advantage of the opportunity.

Despite, or maybe because of, the fact that Talladega was an artificial course, it was rough, a bike eater. And during most of the day, its appetite was enormous. Jimmy Weinert's chain. Grind. Tim Hart's body. Munch. Al Baker's ankle. Mmmmm. Gary Bailey's Bul. Slosh. Gary Jones' tire. Rip. Steve Stackable's front brake. Twang. Brad Lackey's chain. Snap.

And a good time was had by all.

NEW ORLEANS

New Orleans is a city which buries its dead above ground because all you have to do is stick a shovel in the earth to find an immediate continuation of the Mississippi River. So it made sense that the Moto-Cross West track, built among the levees just outside the city, was wet and sloppy for the final National of 1973. Wet, sloppy and sinuous actually, like the river itself, with lots of ups and downs to keep things interesting. After Talladega, it was like another sport.

Another thing that made New Orleans different was the format. Two 40-minute motos, instead of three 20-minute jobbies. Start tunin' those boys up for the yurpeans at the Trans-AMA. Gotta get these boys in shape if they're gonna show those foreigners the tail end of the red, white and blue.

They should have started that stuff back in March.

It's all business in the Kawasaki pits. Lamppu, Lackey, Cooke.

Billy Grossi spends a lot of his time airborne.

Before the race, Pierre Karsmakers took a look at the dikes surrounding the track and joked that he'd be glad to stick his finger in one if it started to let go. Bad Brad lurked in the wings, figuring, perhaps, that the Dutchman's lighthearted mood might mean he wasn't too serious about New Orleans. Fat chance, but Brad taped an air horn to his bars just in case.

The weather for the race, courtesy of Hurricane Delia, had something for everybody. Like rain? Groovy. Like sun? Just wait about 15 minutes. Every moto was a series of rain, sun, rain, etc. Celestial order doing its thing.

Celestial order did its thing in the 250 class too, as already crowned champ Gary Jones refused to kick back and take it easy just because he'd already won the whole beanpot. Gary put together second and first place finishes to eke out a narrow win over ever-serious Jimmy Weinert. Actually, Gary and Jimmy finished the day tied on points, but Gary's win in the second moto gave him the overall win.

OPPOSITE PAGE:
Honda superjet Rich Eierstedt looks for the open door.

In the 500 class, young Bradley Lackey of Pinole, California, finally won a National. The national number one took the flag in the first moto after Karsmakers crashed while trying to lap a slower rider, trashing his rear brake lever and carb needle clip. DNF. Pierre came back to win the second heat, while Brad, running a safe and sane second, didn't bother to play catch up. Why take the chance of falling, when a second would wrap it up?

They call that strategy. It'll take a lot more than that if an American's going to win the Trans-AMA.

Brad rode New Orleans with an air horn taped to his bars and a squinty gleam in his eye. Apparently it helped.

TALLADEGA NATIONAL

250 class

1)	Gary Jones	Honda
2)	Rich Thorwaldson	Suzuki
3)	Tim Hart	Yamaha
4)	Terry Clark	Husqvarna
5)	Rick Eierstedt	Honda
6)	Karl Siegel	Noguchi/Yamaha
7)	Gary Chaplin	Honda
8)	Gary Ingham	Bultaco
9)	Richard Jordan	CZ
10)	Gary Bailey	Bultaco

500 class

1)	Pierre Karsmakers	Yamaha
2)	Wyman Priddy	Kawasaki
3)	Mickey Boone	Suzuki
4)	Peter Lamppu	Kawasaki
5)	Rickie Brown	Maico
6)	Tony Wynn	Kawasaki
7)	Gary Semics	Husqvarna
8)	Jim Cooke	Kawasaki
9)	David Doerschuk	Kawasaki
10)	Brad Lackey	Kawasaki

NEW ORLEANS NATIONAL

250 class

1)	Gary Jones	Honda
2)	Jim Weinert	Kawasaki
3)	Rich Thorwaldson	Suzuki
4)	Tim Hart	Yamaha
5)	Rich Eierstedt	Honda
6)	Kent Howerton	Husqvarna
7)	John Borders	Bultaco
8)	Greg Thornton	Bultaco
9)	John Franklin	Maico
10)	Bob Grossi	Husqvarna

500 class

1)	Brad Lackey	Kawasaki
2)	Pierre Karsmakers	Yamaha
3)	Mike Runyard	Suzuki
4)	Jim Cooke	Kawasaki
5)	Anthony DiStefano	CZ
6)	Peter Lamppu	Kawasaki
7)	Steve Hackney	Husqvarna
8)	Robert Tuggle	Husqvarna
9)	Jake DeBoe	Maico
10)	Peter Founds	Husqvarna

-Am 125 MA

ANUARY 1974

CAN-AM 125 MX-1

RACE TEST

It's been an interesting year in the moto-toaster business. First off, Honda rang our collective bells by showing us that it's possible for a company with no motocross experience to step in and immediately build superior racing iron—both "works" and production models, instant motocrossers. Just pour in a giant-sized portion of technology, add money and stir. Now, Canada's Bombardier Ltd., makers of Ski-Doo snowmobiles (are you ready for *that*?), has shown that a company with no motorcycle experience at all can build an acceptable motocrosser its very first year out—and *without* having to buy the engine from Sachs. How? Combine innovative engineering ideas, top-quality accessory products, the hand of an old master and—you guessed it—money. And if the Can-Am MX-1, Bombardier's fledgling motocrosser, has a ways to go before it can be considered a top-flight racing machine, the company's initial effort and success suggest that the bike may get there very quickly.

There's a good reason for the instant success of Honda and Bombardier, and it's expressed in two simple words: planning and money. Neither company has taken a haphazard approach to building race bikes, and neither has left many loose ends—a refreshing change. And when Bom-

it's an overweight grunter, but it ain't no pig

bardier decided, in an extravagant moment of corporate daring, to build a motorcycle that could go racing, they had the good sense to pick former world motocross champ Jeff Smith to help design the bike. It shows.

Start with the frame, one source of the Can-Am's massive strength, and at the same time one of its biggest weaknesses. It's a steel tubing, double-loop number, with strong cross-braces running from the top frame rail to the rear loops. The swingarm pivot acts as the rear engine mount, rake can be changed by as much as six degrees by readjusting the eccentrics within the steering head, and the top frame rail itself is an incredibly large chunk of tubing which doubles as the autolube reservoir. All very innovative, and stronger than dirt. It would take an endo into the Grand Canyon to tweak the thing. But all that strength, and the large size of the reservoir housing (1.2 quarts, held in a tube the size of one of Jeff Smith's arms) means weight—lots of weight. While we didn't weigh the frame itself, the entire bike weighs in at a portly 233 pounds, heavy for a 250, much less a 125. And the fact that there's so much inherent weight in the frame means that it would be difficult to do a serious Jack LaLanne job on this baby.

Besides its strength, the frame has another saving grace, however, although it doesn't do the 125 owner much good. There's room in there

Can-Am's long suit is strength. And weight. Note the cross-braced frame and the massive, squatty engine

Pipe is super quiet, super restrictive and nudges the shock. Boo.

Can-Am 125 MX-1

37
37

RACE TEST

for more engine, just as there's room in the engine itself for a bunch more cc's. In fact, Can-Am's 175 MX weighs not an ounce more than the 125. If the company can follow through with this example on its already prototyped 250, maybe even drop some pounds here and there, it could make next year's 250 market interesting. Because the power package is there—almost—right now.

Can-Am has opted to go with a rotary valve engine, rather than the usual piston port. They claim that the RV delivers a broader range of torque and a smoother power curve, but we suspect that the fact that the Bombardier snowmobile engines (of which the Can-Am engine is simply a modification) are RVs had a lot to do with their decision. Whatever. In any case, Can-Am's RV seems to work quite well, and the company has overcome at least one of the traditional bugaboos of the RV setup by rigging the carb outside and to the rear of the cases, much like piston port positioning. This gives the engine a reasonably acceptable width of ten inches, narrow for an RV.

In other ways, the RV solution is an acceptable one too—you just have to get used to it. One of our testers who thinks that 125s are the best thing since long hair, initially thought the Can-Am 125 was the biggest turkey since the Gobbler That Devoured Sioux City. But that was because he was riding it like a 125. That's a no-no. You ride the Can-Am like a gutty 250, diving low into the corners, squaring off and torquing out. Try to hit the berm and scream it, and you'll probably be left behind by everything including the water truck. That's because the bike has a definitely odd powerband. It'll rev right on up the scale to about 10,500, but the power goes away *very* suddenly at a bit over 9000. One millisecond, grunt. The

Trick engineering dept.: Eccentrics within the steering head allow changing the rake by as much as six degrees; oil tank hides out in the top frame rail.

next, nothing. So you don't rev and scream the bike, you just keep the revs down some through the judicious use of the extra-fine six-speed gearbox. Hit the corners tight, downshift once and screw it on hard. The revs will build strong and quick until it's time to toe into the next gear. But don't delay, because when the MX-1 shuts off, it shuts off totally. It's just something you have to get used to. Ridden correctly, there aren't many stockers around that'll beat the red, white and yellow grunter out of a corner.

We tend to believe that the reason for the Can-Am's astonishing power drop in the upper range is the very poorly designed expansion chamber/silencer. In fact, we're tempted to call it a reduction chamber. The thing was obviously designed to be super-quiet, and quiet it is. Good. But it's so restrictive that it defeats its basic purpose. There's no point in putting a super-quiet pipe on a bike if, 1) people just rip it off and buy an accessory number because the stocker's useless, or 2) people don't buy the bike at all. The Can-Am is designated the MX-1. MX means "motocross," and motocross means RACING. We're all for noise abatement, but there must be a more practical way to achieve it.

Not only is the pipe/silencer restrictive, but the silencer itself (a circular type) will be constantly banged and scraped by the shock unless it is set at its stiffest position. Turn the adjustable Girlings to a softer position, and they'll soon break the silencer off altogether. Ask us, and we'll be glad to show you our welding bill. *Continued on page 67*

Bosch CDI and Bing carb: Bombardier goes first-class.

CAN-AM 125 MX-1

SUGGESTED RETAIL PRICE: $855
ENGINE TYPE, INDUCTION: Two-stroke, rotary valve
ACTUAL DISPLACEMENT: 123.7cc
BORE AND STROKE: 54mm x 54mm
COMPRESSION RATIO: 13:1
CARBURETOR: Bing, 32mm
CLAIMED HORSEPOWER/RPM: 20 @ 9500
ACTUAL HORSEPOWER/RPM (rear wheel): 19.6 @ 9500
PRIMARY DRIVE: Gear
GEARBOX/SHIFTING: Six-speed, left side
GEARBOX RATIOS: 1) 3.4:1 2) 2.31:1 3) 1.68:1 4) 1.31:1 5) 1.09:1 6) 0.96:1
AIR FILTER: Foam
ELECTRICAL: Bosch CDI
LUBRICATION: Autolube
FUEL CAPACITY: 1.9 gallons
SUSPENSION:
Front: Betor Teledraulic, 6-inch travel
Rear: Girling Hydraulic, 9-way adjustable, 3-inch travel
TIRES/RIMS:
Front: 3.00x21 Trelleborg/steel
Rear: 4.00x18 Trelleborg/steel
WHEELBASE: 54 inches
SEAT HEIGHT: 30 inches
WEIGHT: 233 pounds
Front wheel: 105 pounds/45 percent
Rear wheel: 128 pounds/55 percent
STARTING: Primary kick
COUNTRY OF MANUFACTURE: Canada
DISTRIBUTOR:
Bombardier Corp.
325 Lake Avenue South
Duluth, Minnesota 55902
COST OF REPLACEMENT PISTON AND RINGS: $18.85
COST OF REPLACEMENT LINER AND/OR CYLINDER: $22/$134.95

TOOTSIE TECH

by Tweakie DuBos

HOW TO BE AN EFFICIENT PIT TOOTSIE

You guys think that trotting around the block, tuning your two-strokers and gobbling Whoop-de-chews is all you need to eventually bring those ever-illusive racing successes. Not so! If you don't have proper pit tootsie support you don't have any support at all.

The following is a minimum list of requirements for pit tootsichood. Take it in your hot little throttle hand and give it to your chick. If she can't qualify, give her a DNF and find one who can.

- To start with, learn to be a good mechanic; remember that to loosen a screw turn left, to tighten go right; or think of it as a cap on some Boone's Farm—if you really wanted a sip you'd remember how to unscrew the lid.
- Don't be afraid to get a little bit dirty. Suppose you're under the bike unscrewing the plug to drain the oil. If no more than half a cup of gear lube falls in your ear, retain your poise and try to be ladylike about it; remove the oil with a Q-tip instead of a shop rag.
- Learn how to clean a Filtron and then blackmail your little brother into doing it. But take credit for it, of course.
- When you don't know how to do something, ask; and then listen for a change.
- Tell your racer how G.P. he looks in his new leathers. He doesn't have to know you mean Great Pretender instead of Grand Prix.
- Observe on which part of the track he most often goes over the handlebars and helpfully call this to his attention.
- Stop muttering, "finicky s.o.b." under your breath every time he corrects your mechanical meanderings. He knows how he wants his bike set up.
- Cheer him on like he's dusting

Screws are simple. Just think of them as the cap on a wine bottle.

If he thinks it makes him *go faster, then it must make his bike go faster too*

Tighten his spokes between motos.

Never miss one of his races, because it'll be the one where he "was really putting it on 'em until . . ."

Clean his equipment for him, he'll love you for it.

It helps to wear flat black nail polish.

Show him how proud you are when he wins.

off Gary Jones even though he's just being lapped by David Eisenhower on a Moped.

- Learn how to ring his bike, repack the wheel bearings, and tighten the spokes without rounding off the nipples.
- Find out the difference between Castrol, Blendzall and Pennzoil. Hint: Castrol looks like honey, Blendzall smells like the doctor's office, and Pennzoil can be used to oil the chain, wet the filter, or kill the crabgrass.
- Help him tear down the motor so the next time it makes a funny noise you'll know if it's a $48 crunch or a $72 clank (substitute $12.75 and $36.43 for Jap bikes)
- Don't bitch about dirty fingernails. Wear some of the new works flat black polish and no one will know the difference.
- Reprimand him severely when a turkey beats him. A suggested punishment could be running three laps using Japanese shocks with the throttle tied wide open and only the kill button for brakes. Or, if you're a real meanie, ration his duct tape for a week.
- Never miss one of his races, because if you do it'll be one where he "was really putting it on 'em until. . . ."
- Throw those smelly leathers in the washing machine and then oil them before he strangles you.
- Wear clothes that look good on you even when smeared with chain goo.
- Never let him forget you're a tootsie first and you're a pit hand second.
- Cut him back to a drunken stupor on Saturday night instead of the usual complete oblivion.
- Read MOTOCROSS ACTION Magazine to him on the way to the races. You'll have plenty of time, since section 231-L of the Track Owners' Bylaws reads, "Every rider must drive 82 hours to get to the race."
- Know who the national pros are in his class. Tell him he rides like them——sorta.
- Time his laps when he practices. Remind him that he loaded up on the first one; got blocked by a squirrel on the second; endoed on the third; missed a few hundred shifts on the fourth; and seized on the last, which is why all of his laps were 33 seconds too slow.
- Remind him that if he doesn't practice his starts in the morning he'll only have three opportunities in the afternoon, when conditions will be somewhat strained.
- Ask him to let you help him split the cases. That's bound to impress him—but only if he's got tranny trouble.
- Learn to take good pictures of him during a race. Make sure he's at least second to last so he's in front of *someone*.
- Keep a photo album of just him and his love. Sneak a few of you in there, too.
- Learn what to go for when he hollers "13 millimeter socket" at you.
- Check his gas tank before he gets on the line, or it'll be another of those, "I was leading the pack until. . . ." excuses.
- Go to the riders' meetings with him, but keep your mouth shut. There's enough noise pollution from Hodakas as it is.
- Don't be jealous of his bike. Be glad he's chasing other riders instead of other girls.
- Go to the bike shop for him. Keep those shop hands spellbound with stories of how he was doing a number on the local shoe when he crashed a little.
- Oil his chain between motos as a matter of course. Heavy on the lube, easy on the grumbling.
- Avoid using sandpaper, steel wool or greasy red rags to clean his goggles.
- Order a new jersey for him as a surprise. Be sure to misspell his name when you send it in so they'll mess it up, as usual, and spell it right.
- Don't gripe about a $30 Trelle-

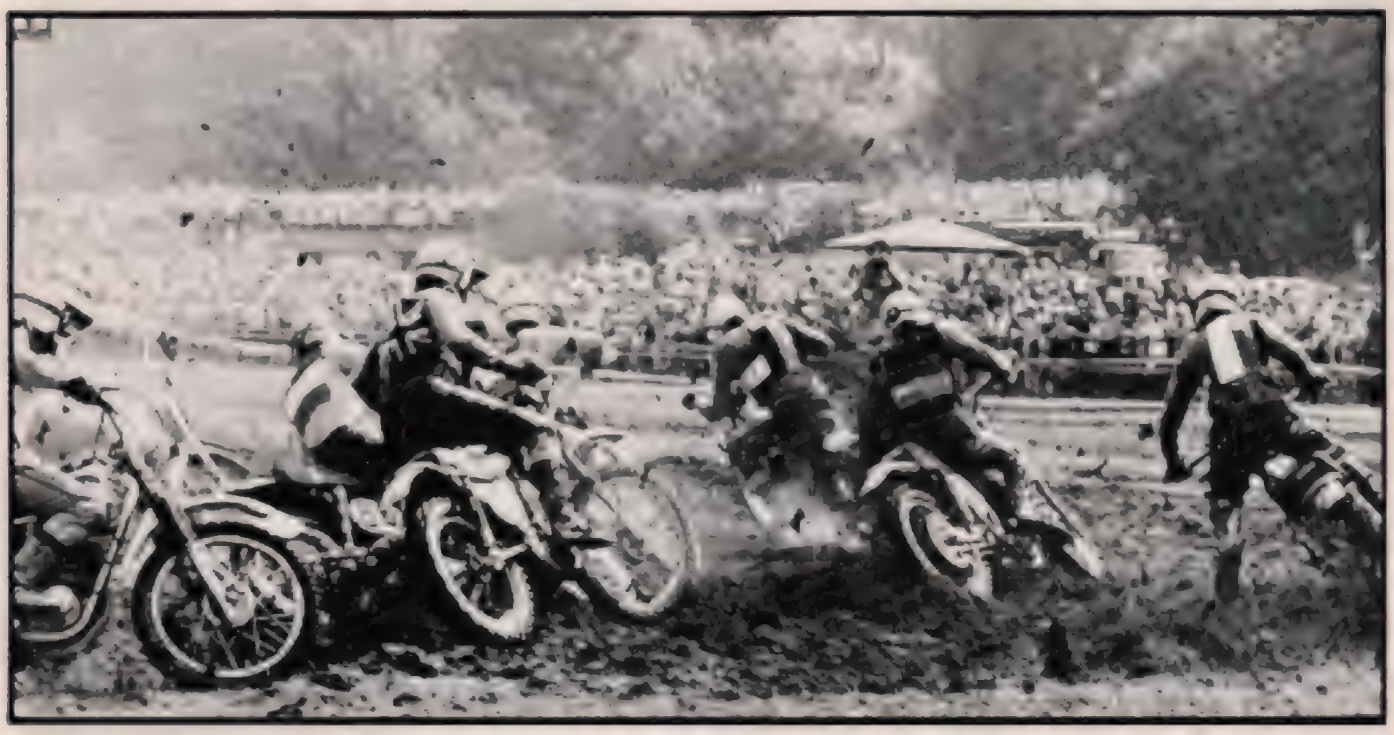
Cont'd. on page 71

LUXEMBOURG GRAND PRIX

why ake, you ol' sunofagun

By DAVID MALTAIS

Turn one: Gerrit Wolsink goes outside with Schutz under him, van Velthoven in the lead, Banks looking for a hole and Bauer (8) waiting to hit the trigger.



It was a long time coming. Two motos at Luxembourg and Ake Jonsson won them both. The double victory gave him 30 points for his day's work and moved him from seventh place to fifth in the World Championship standings, but he would not figure in the overall points race. That was between Willi Bauer and Roger DeCoster and it wouldn't be decided till the final meeting next week in Holland. For Ake, though, it was a pleasing victory after a season of just plain bad racing. Old riders and new machines don't get along well.

Chomping on an apple, Ake gassed his Yamaha mini up to the start area to receive his trophy and other miscellaneous foof traditionally bestowed upon the winner. A good day but a bummer of a track.

From the start you begin a series of long zigzags that leave you dizzily flying across a narrow wooden bridge, swinging sharply to the left to the Montee du Coq, *a steep uphill climb of about 40 meters. Left again through the woods and then down an equally steep rut with a sharp right bender at the bottom. It's like*

Mr. Consistency, Jaak van Velthoven, draws a few glances.

asking you to make a turn with your front wheel and nose touching the ground at the same time. Losing your head or your bike here will end you up in a world of trouble.

Ake blitzed through the roller coaster section on the first lap of moto one and ended up on top to stay with Jaak "The Beanstalk" van Velthoven, making it one-two for Yamaha, and with, you ain't gonna believe this, Brad Lackey getting a super hole shot and plugging into third. The showdown between Bauer and DeCoster never materialized, as the two ended up as one on the first lap and both sat down to discuss rear suspension for the remainder of the moto. Brad slipped to sixth after being zapped by Wolsink, Schutz and Otto Toman (no slouches themselves).

Coming out of the woods and down a short dip, there's a right turn and then gas it up a narrow trail of loose shale, a shale trail. If you're in front, cool, but anyone else better have his Jofa safety wired or know a good dentist (Wolsink?). The rest of the course is a fight to see through a pea-soup cloud of dust that never seemed to settle.

So the riders said the hell with it. They did it in Austria when the snow made it too dangerous and they were going to do it here in Luxembourg because of the dust. This turn of events upset the officials a bit so they held a big powwow to straighten things out. The organizers demanded the riders ride or they wouldn't pay start money and the riders refused to ride unless the course was watered. Oh yeah? Yeah! Ach, ja? Ja! Ah, oui? Oui! End of meeting.

By this time the suds and soft drinks had run out and the crowd was getting a bit nervous. In Europe, motocross is taken seriously and if you don't give these fans what they pay for they'll take it, one way or the other. A good promoter roast is as much fun as a good motocross, any day. Sensing the mood of the assemblage, keen minded organizers reorganized inside the water truck and did a wet lap, settling down the dust, the crowd and the riders.

You come down a long hill and suddenly take a right on to a paved road for about 30 meters, then dive down to the left into a valley where you begin an uphill series of jumps and whoops. At the top a left turn sends you through an orchard where you don't really have time to reach up and grab an apple 'cause there's a washout with a straight drop-off of about three meters.

Bradley rode like a bee-stung jackrabbit.

Jonsson again led the pack but this time with DeCoster and Bauer pressing from behind, interested not in Ake, but only in each other and that big silver bowl they give out at the end of the season. Back in the pack, Gerrit Wolsink was displaying the talent that may someday make him a World Champion. Wolsink is cleaner than "Happy Tooth."

From the orchard you cross a stream on a wooden bridge under an overpass, turn right and wind it down to the finish line. Whew.

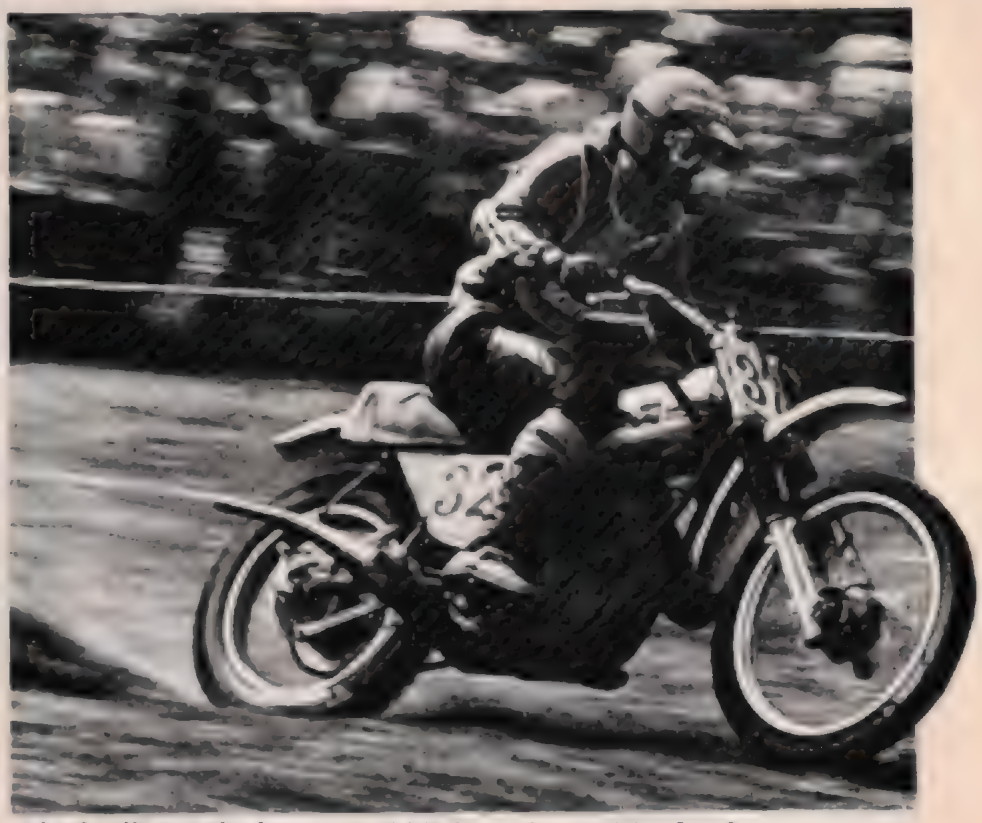
In eight laps DeCoster gobbled up Jonsson's 20-second lead and left him with only a four-second advantage. U.S.G.P. winner Willi Bauer held down third, praying for a miracle that would knock out DeCoster. Praise the Lord. Roger's works Suzuki went sour and Willy inherited second and 12 more Championship points to put him only two down from DeCoster. The stage is set for next week's showdown.

Hard luck award for the day went to Brad Lackey, who followed up his sixth place finish in the first moto with a DNF in the second, after shearing a rear axle bolt while holding a strong seventh. Shoot.

And down in the winner's circle Ake sat amidst the Champion Spark Plug tootsies, flowers, reporters and photographers, beheaped with trophies, champagne and kisses, finishing up his apple and probably wondering behind his reserved grin what all the fuss was about. •

Hip spectators check watches and lop charts while following Ake's progress.

Gerrit Wolsink squeezes all the travel out of his works Maico forks.



Ake finally got the bugs out of his Yamaha and his head

RESULTS

MOTO ONE

1. Ake Jonsson, Sweden	Yamaha
2. Jaak van Velthoven, Belgium	Yamaha
3. Gerrit Wolsink, Holland	Maico
4. Werner Schutz, W. Germany	Maico
5. Otto Toman, C.S.S.R.	CZ
6. Brad Lackey, U.S.A.	Kawasaki
7. Christer Hammergren, Sweden	Yamaha
8. C. Botchkov, U.S.S.R.	CZ
9. John Banks, England	Cheney-BSA

MOTO TWO

1. Ake Jonsson, Sweden	Yamaha
2. Willi Bauer, W. Germany	Maico
3. Jaak van Velthoven, Belgium	Yamaha
4. Gerrit Wolsink, Holland	Maico
5. Christer Hammergren, Sweden	Yamaha

KEN ZAHRT

NEW SHOE

another fabled socal hot shoe joins the crew

Hey, Kenny Zahrt, whadaya like t' do?

"I like t' ride motorcycles."

Whadaya like about ridin' 'em?

"I like slidin' and jumpin'."

Whadaya like t' do besides ride motorcycles?

"Nothin'."

That about sums up the racing philosophy of one/each Ken Zahrt, high-charged super squirt from Woodland Hills, in good old sunny Southern Californy. Ken, a senior in high school, races for Bultaco through Bay Area Bultaco, a local dealer in West Los Angeles. Although he now competes on stock Pursangs of the 350 and 125 variety, he's due to inherit Jim Pomeroy's prototype 400 after the Trans-AMA. Not a bad ride to look forward to.

We got turned on to Ken last year while watching a night motocross at the now defunct Lions Drag Strip in Wilmington, California. Ken was having a terrific battle with Bruce McDougal, Chuck Bower and Jeff Wright in the 125 Expert class. Now, Lions had this *big* jump which went by many names, but most people just called it "that *beeeeg* jump." The riders didn't mess with that jump; they *all* shut off for it. Even DeSoto. Well, Ken had an idea. He figured, since he was getting pulled by the two Pentons and the Puch, if he just held it on all the way over that jump, maybe he could pick up some ground.

"Man, I bent my bike up pretty bad," as Ken tells it. But he didn't crash and that's how things are done. One guy who was standing right there said that that little Bul flew 80 feet. The crowd, most of them hanging around the jump, gasped in unison and the track announcer had a coronary arrest over the p.a. system.

We like that kind of balls-out riding, so we hired the little five-foot-eight pooper to do some of our test riding and join in the general fun of MOTOCROSS ACTION Magazine. In future issues you'll see our 18-year-old warm-foot in race test photos. He'll be the one in the full coverage helmet either slidin' or jumpin' but never doin' just nothin'.

"Then these two pelicans swooped down and . . ."

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PHILADELPHIA

Continued from page 29

19-year-old mind. When Rich ate it on the last turn of the first lap, I just wanted to reach out and pick him up and put him back out front where he belonged. But that's not how things go in motocross. The winner is the guy who doesn't make any mistakes and this night John Borg was that guy. Maybe next week it would be Rich.

After the race, team Honda got together for a little two o'clock in the ayem chow down. Between mouthfuls of hamburger (Tripes is a serious chow hound), there were lots of giggles about Marty bending up his new 408cc Honda and Gary Chaplin going from fourth to ninth in the last moto, but still picking up seventh place overall, and saving the Honda pits by holding off the post-race mob scene with a water hose. Tuner gave us several pointers on the fine art of wall climbing after being on the road for three weeks. But Eierstedt didn't show up. As it turned out, Lisa doesn't care about winning or losing. She's more interested in playing the game. So it looks like Rich turned out to be a winner after all.

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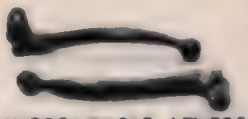

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MEXICO

Continued from page 34

in Mexico, and a 100-percent import duty on all foreign iron cuts down on the seriousness with which the local *zapatas calidades* can go racing. Of course, Frank did allow as how young Billy Payne, a Southern California Maico jockey, would be on hand, but you more or less figured that Billy would run away and get lost and everyone else could dice for the silver and brass. Wrong.

The pits, actually a strip of major highway which had been closed off for the races (Mexicans take their racing *very* seriously), were full of shoes down from Texas. And hot, sponsored-looking racing iron. Wyman Priddy, national circuit Kawasaki rider and (bizarrely enough) the Latin American Motocross Champion, was there with a works 250. The Kasson racing team (consisting, on this occasion, of Bill Kasson) was down from Austin, 360 YZ and all. "All" was lots and lots of beer. MX Cat's father Tony Bell, one each tootsie named Holly-Bell, and a tall, gangly stranger with a funny hat who called himself Pete Szilagyi. At least I think that's what he said. He seemed to have trouble pronouncing "Pete."

The course itself was laid out in a small arroyo or canyon. Not a bad course at all, but short, hard and as dusty as a rattlesnake's bowels. Even being in the lead wouldn't help much, because on that 5/8-mile track, with everything from pro-class riders to dabblers entered in the same moto, lapping would start around the fourth lap. The cameraman in my soul chortled. Carnage! The motocrosser winced, and suddenly had a few kind things to say about Montezuma.

Actually, it wasn't too bad. Slower than it should have been, because

Continued

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MEXICO

of the great, billowing clouds of dust which made the entire course look like the Oklahoma dust bowl had found a new home. But not *too* bad. Priddy and Payne were the class, with sundry Texas shop riders in hot pursuit. Priddy had entered both the 250 and Open classes, and won all of his six motos. But in the 250 event, Billy Payne on a box-stock Cooper gave the Texan a hard run. Priddy had to hang it out to hold the lead, especially in the last moto, and his normally ragged-edge riding style got almost out of control. It's a tribute to his conditioning program (don't drink, don't smoke, don't cuss, ma'am) that he managed to charge through the dust all day without slowing.

Meanwhile, the Mexican crowd was digging motocross. Whenever a rider would pass, fall, bobble or whatever, they'd react. Strongly. The ordinary kept them on their feet, and the extraordinary would set them shouting and shrieking. Occasionally, some guy would dart out on the course on some old street bike or other, complete with lights, sissy bar and eight-inch mud flaps. The racers would come around a corner, and there he'd be, trying to paddle his way up the cobby uphill or bouncing frantically through a turn. Finally, the militia would chase him off the track to resounding *olés*, and everyone would settle down to watching motocross again. You kept waiting for somebody to run out on the track with a red cape.

Toward the end of the day, the sickly cameraman, several rolls of film down the chute, was sitting in the Moto Islo tent on the top of a hill overlooking the course, trying to drown the last few Aztec bugs in large draughts of Tres Equis. And admiring the tootsies. Tootsies everywhere, attired mostly like they'd just stepped out of the sporting section of Harper's Strange (or whatever the name of that fashion mag is), rather than in the traditional yankee tootsie's uniform of cut-offs and halter-top. And talking to Papa Bell about the Cat, and cerveza mexicana, and whatever else (like tootsies) came to mind. As Tony had said before things even started up, looking around the tent at the free booze, free food and plentisome honeys, "*This* is my place, to watch the race!"

Smart man, Tony Bell. •

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MC

CAN/AM

Continued from page 55

Yet the word is out that just taking off that silencer and replacing it with an accessory item (or with nothing at all if you're a complete idiot) actually cuts horsepower. Obviously, the solution is a totally redesigned pipe. In fact, the idea intrigues us, and we may just play with it. If there were some way to get at that extra top-end power that seems to be lurking in the Can-Am's innards, then, weight or no, you'd have a blow-mind speedster. We'll let you know if we come up with something.

Suspension-wise, the Can-Am is just OK. The Girlings at the rear work well, but are handicapped by that silencer. Nine-way adjustable effectively becomes non-adjustable. The six-inch Betors at the front are good units, but oddly enough the fork caps aren't vented. This gives the forks all the cushioning ability of a concrete pillar when you come off a high, hard one. We suspect the hand of Jeff Smith here. Smith is so damn strong he could probably ride a bike cast from a single piece

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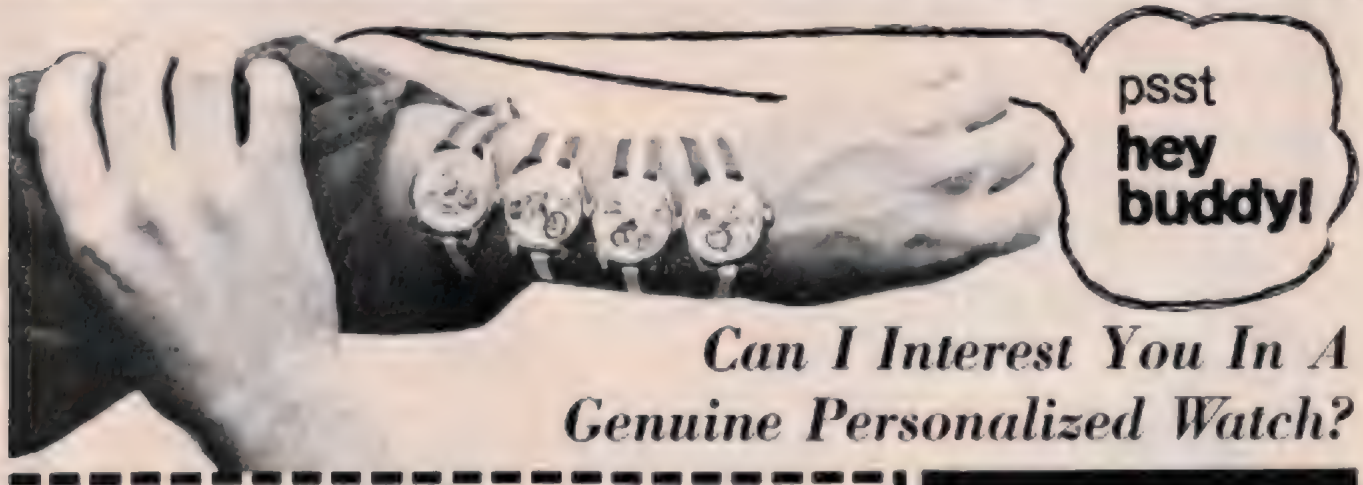

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CAN/AM

of steel and not be any the worse for wear, but we mere mortals need suspension. Come on, Jeff, have a heart. Seriously, venting the fork caps, experimenting with different weights of oil and correcting the silencer/shock problem would help the suspension a lot.

The Can-Am's hubs are conical, the brakes respectable. The front stopper works pretty well, with good feel and enough power to get you stopped fairly quickly come what may, but the rear unit is a trifle strange. It's a full floating brake, and its efficiency is proportionate to its newness. When we first rode the 125, even thinking about the brake would lock up the rear wheel, with all the dire consequences generally associated with that kind of *faux pas*. Then, after several near heart failures and assorted bruises, the brake loosened up. *Way* up. After a while, there wasn't much in the way of braking left at all. Finally, one of the springs which secure the shoes went away, freeing them to dance blithely about inside the drum. Luckily, the shoes are of very soft alloy, while the drum itself is of steel (and heavy), so when we took things apart to find out what was

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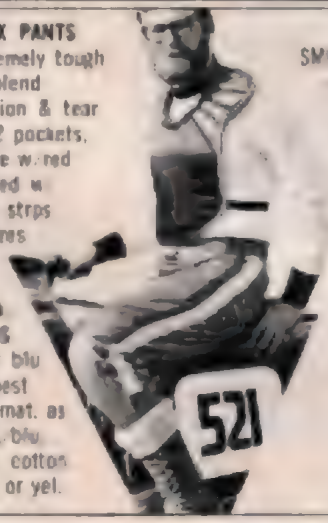

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shakin', we found a reasonably healthy drum and a lot of alloy fragments. No sweat. New springs and shoes cost only $5.75, and it was a freak thing anyway, we assume. And it's comforting to know that if something like that does happen, you're not going to trash the entire rear hub.

Though heavy, and with a fairly long 54-inch wheelbase, the 125 does not strike you as being a big bike. The seat is only 30 inches off the track and the center of gravity is fairly low. It's a decent, if not spectacular, handler. Get some weight off it, and it wouldn't be bad at all. However, you're likely to find yourself out of shape after touching down from a high jump simply because of the suspension problems and the sheer weight of the thing. The Can-Am doesn't really *touch* down, it *slams* down. Trying to get close-up photos of the bike as it hits is reminiscent of tap dancing in the middle of an earthquake. You get a certain amount of camera movement. When the Can-Am hits, the sound of the engine is momentarily drowned out by the anguished thud of the sus-

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CAN/AM

pension. And the equally anguished scream of the rider. If you like to jump, bring a truss.

As was mentioned earlier, Bombardier has avoided one big error that so many other manufacturers commit with abandon, and in having done so they've made some accessory dealers very unhappy. The bike's non-proprietary items, which is a fancy way of saying the stuff that Bombardier doesn't make itself, are all top of the line. The list reads like a "How to Trick-Out the Ultimate MX" story. Bosch CDI, Bing carb, Betors and Girlings, Reynolds chain, chrome moly bars, alloy rear sprocket, Magura controls, Trelleborg tires. Can't bitch about that.

In fact, for all its obvious drawbacks, we find it hard to seriously bitch about the Can-Am. It *is* one helluva first effort. Strong, decently fast, respectably nimble and with one of the best transmissions we've ever tee-tickled through the gears. If Bombardier can just get some weight off the bike and design a reasonable pipe, it'll be a competitor. And if they can incorporate the 125's graces while solving its failings on the promised 250 MX, that could be a positive, first year winner. *

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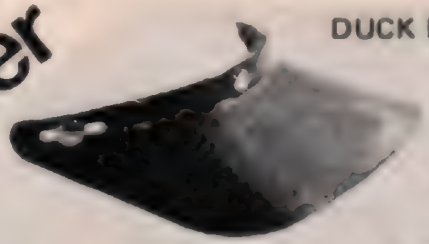

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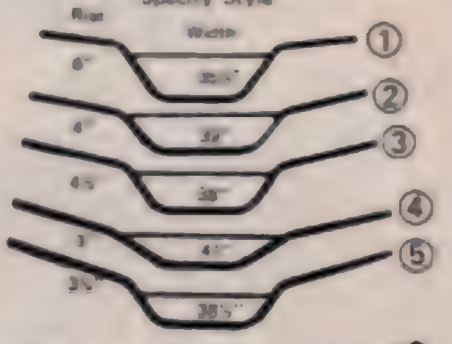

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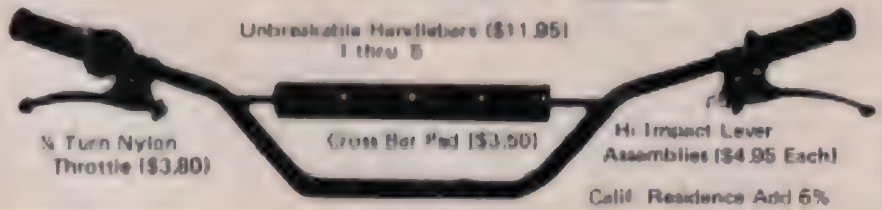

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TOOTSIE

Continued from page 58

borg. You want him to win, don't you?

- Sell cakes at the A & P or pick up coke bottles around the track so he can buy the tire.
- If he doesn't know the first thing about working on his bike, buy a shop manual and together learn how to standulate the doodad if it should fritz out. You'll save him some nice bucks (are there any un-nice bucks?) that way, and maybe get a few sponsored nights out.
- Even though he hollers for a cold beer after every moto, give him a glass of water or Gatorade.
- Organize his toolbox and make him keep it that way. Throw away that bent clutch lever from his 1963 Husky; those worn-out piston rings from his previous bore jobs; that rounded off Allen wrench; and the 3000 used spark plugs he's saving. Syphon out the half-quart of Castrol that's spilled in the bottom, and dig

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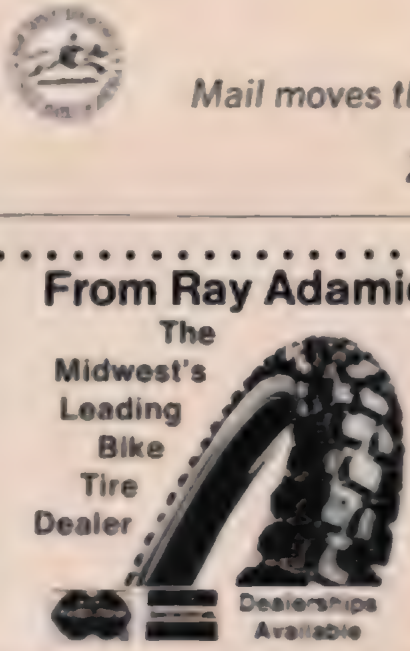

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TOOTSIE

out all the pieces to his impact driver and put them together somewhere. Don't throw away anything wrapped in duct tape, his high school ring, all those nuts and bolts, his dog's vaccination tag, his plug gapper, or, heaven forbid, his church key.

- Let him put those dumb stickies on his car. You might even put one or two on your own.
- Embroider his bike name on a work shirt and if you're really ambitious, also a picture of his bike.
- Learn how to hitch up his trailer or load his van. As this friend of mine said, "All you do is stick the front of the trailer on the ball thingie and clamp it down a little. Don't bother plugging in the wires, cuz they don't work anyway. Then you push the bike onto the trailer into one of those metal grooves. Pick up one hook and put it on a throttle cable or something, and the other one near the clutch lever, and you've got it made." He'll be so proud.
- Buy yourself a pair of clunky work boots. They may not be the hot setup for school, but are necessary for walking a track laid out in a cow pasture.
- Sign up for him while he's getting psyched out watching the competition.

Don't think you have to be a lady wrestler to do any of this. I weigh 104 pounds and don't have a single tattoo; although when it comes to changing tires I usually disappear under the guise of getting him another beer until the job is finished.

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